Weather
Probably showers today. The maximum temperature yesterday was 73.6 and the minimum 64.4, the figures for the corresponding day last year being 71.2 and 57.0.

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ENGLAND IS PARALYSED IN GRIP OF RAILWAY STRIKE

PARIS REGARDS FIUME COUP AS VIRTUAL REVOLT

D'Annunzio, Supported By Italian People, May Take Control Of Government

WOULD MEAN WAR?

Conflict With Jugo-Slavs Seen As Logical Outcome Of Seizures

LOOK TO WILSON

Feared, However, Reply To Proposals Will Not Solve Problem

(*American Press Wireless*)

Paris, Sept. 25.—Diplomats of the Allied and Associated Powers in Paris now view D'Annunzio's coup in the seizure of Fiume as a virtual revolution which hourly is gaining more support from the Italian army and navy and from the whole population of Italy as well.

Clear indications are seen that a D'Annunzio party may soon make its appearance in Italy with sufficient strength to diplace the Nitti Government.

Speculation continues as to whether President Wilson has replied to the latest proposals and in unofficial Italian circles considerable doubt is expressed as to the favorable character of the reply. So serious has the situation become in Italy that it is now said that even President Wilson's approval of the latest scheme of settlement would not solve the problem. Many hold the view that the Italian Government could not afford to announce any arrangement making the compromises proposed in the latest settlement with the Italian people in their present state of excitement.

Wilson May Be Powerless

For this reason it is believed that matters now are beyond President Wilson's power of solution and Italy must find a way out herself. Assuming that President Wilson has disapproved the recent plan, there is certain to be a cabinet crisis which many believe will bring forth D'Annunzio's party supported by a great majority of people.

Should this happen it is probable that D'Annunzio would announce to the world the annexation, not only of Fiume, but of all of Dalmatia. This in turn would cause war between the Jugo-Slavs and the Italians.

The Slavs are in fair shape for such a conflict and would probably have the backing of neighboring powers. While such speculations have the appearance of being extreme, close observers assert that the possibility of events taking such a course daily is growing greater.

It is believed in Paris that the great powers having such contingencies in mind have strongly intimated to the Jugo-Slavs that adherence to a hands-off policy in the situation is now greatly to be desired.

Proposed Settlement Endorsed By Wilson

(*Reuter's Service*)

Paris, September 24.—It is understood that President Wilson has approved the settlement of the Fiume question recently proposed by the Supreme Council, namely that Fiume should be a free city under Italian suzerainty and that the post and the Fiume-Laibach railway should be internationalised under the League of Nations; also that Italy should undertake to construct no fortifications within a considerable distance of the town.

The last proviso has infuriated Italians here, who declare that it is now too late for compromise. They declare that the feeling in Italy is such that the only solution possible for the Italian people is unconditional annexation of Fiume and that any government attempting to make a compromise would be faced by revolution.

General Peppino Garibaldie, who has arrived in Paris, told his compatriots that the only way out is annexation.

Senate Hears Daniels

Washington, September 27.—In the Senate Mr. Daniels, Secretary of the Navy, in reply to a question said

(Continued on Page 3)

Clemenceau Makes Plea For Treaty And Disclaims Any Criticism Of Wilson

Premier Denies Indifference To Action Taken In American Senate And Asks Chamber For Ratification Of Peace

(*Reuter's Service*)

Paris, September 25.—The Chamber today resumed the debate on the peace treaty. Exceptional interest attached to the speech of M. Clemenceau in view of the anxiety aroused in France by the discussions in the American Senate. The newspapers have been asking what guarantees France will have against future invasion if America refuses to ratify the treaty, especially if she refuses to join the League of Nations. M. Clemenceau, in his speech, appealed for the consideration of the treaty as a whole, emphasising that the Allies throughout the negotiations had aimed at the realisation of the idea of the solidarity of the nations.

Referring to the outbreak of war M. Clemenceau paid a glowing tribute to Great Britain who, he said, although there was no binding engagement between the British and French Governments, sided with France immediately Germany violated the neutrality of Belgium. M. Clemenceau continued that France would never forget the services of America on whom she counted in peace as she did in war.

Refers To U. S. Senate

M. Clemenceau denied that he did not care about the vote of the American Senate. He declared that even if there had been no written treaty, he would still rely on America. He refused to be associated in any criticism of President Wilson or to say anything which might hinder President Wilson in his great task.

M. Clemencean proceeded to argue in favor of ratification of the treaty, declaring that the plenipotentiaries in a few months had produced a scheme which might be imperfect but which perhaps would take a greater place in history than the capture of Constantinople by the Turks.

Referring to the spirit of solidarity animating the plenipotentiaries, he recalled Mr. Lloyd George's question: "Would you have won the war without Great Britain's help? His (M. Clemenceau's) answer was "No." M. Clemenceau insisted on the treaty's character of solidarity, declaring that though France saved the world at the Marne and at Verdun, she could not have continued the war without the aid of the Allies. This Allied solidarity in war should be continued in peace. It was impossible that the French who had sacrificed their blood in war would not consent to other sacrifices in peace, relying on the Government and Parliament to give them a peace worthy of those who had fought.

On Military Guarantees

M. Clemenceau said he did not wish to insist on military guarantees, pointing out that the League of Nations still had no military forces at its disposal, and adding: "Moreover, I refuse to mobilise a single man to defend Germany against Poland."

The chief value of frontiers, M. Clemenceau said, was the people behind them. It would be in vain for France to have a better frontier if her policy were such as to weaken her. "We have now a good frontier," he proceeded, "if it were extended to the Rhine, we should have German territory before and behind us."

FAMOUS PRIMA DONNA, ADELINA PATTI, DEAD

Noted Figure Of Older Opera World Scored Triumphs In Every Land

(*Reuter's Service*)

London, September 27.—The death is announced of Madame Patti, the famous prima donna.

The death of Adelina Patti removes one of the few connecting links with the old opera world, a more spectacular operatic world than our own. Her triumphs in every city of the world are still spoken of by men of gray hair. Up to the last of her farewells her coming to any large city was an occasion of festival. And there were scenes at the Metropolitan Opera House, New York, after performances almost beyond belief. She had become almost a legend, even in the days when her voice had lost its power and glory.

Mme. Patti was born in Madrid in 1843, the daughter of a Sicilian tenor. At seven she sang in New York and in New York also she made her debut in "Lucia di Lammermoor" in 1859. Two years later she sang in London and then in other European capitals, everywhere soon establishing herself as one of the greatest sopranos of all time. From then until the beginning of the twentieth century her supremacy was unchallenged, at least in laymen's estimation. None has since approached her with the possible exception of Galli-Curzi, now in her height.

Record Flight Made By U.S. Mail Plane

(*American Press Wireless*)

Cleveland, Ohio, September 26.—A speed record of two hours and fifty-nine minutes flying time for the distance of four hundred and thirty miles from Cleveland to New York has been made by the Government airplanes carrying United States mail between the two cities.

Food Price Investigation Committee Confer With President

Victor Murdock, W.B. Culver and Secretary Redfield.

Victor Murdock (left), William B. Culver, chairman of the Federal Trade Commission, (center), and Secretary of Commerce William Redfield, photographed in Washington recently immediately after a conference with President Wilson, regarding government plans to cut the high cost of living.

Daylight Saving Ends At Midnight Tonight When Clocks Go Back

Sixty Minutes Stowed Away Months Ago Will Be Officially Returned

If you get to bed early tonight you can get an extra hour's sleep but if you desire to stay up after midnight, figure on 60 extra minutes before finally deciding to hit hay.

t midnight all clocks will be set an hour and the daylight- g program will be officially d. Tomorrow darkness will an hour earlier than it does evening. There will be no ng before catching a train the tennis matches will be cut because the twilight shadows gather an hour earlier.

entsin and other outports are llow the example set by Shang- and throughout China all s will hesitate an hour..

S. Navy Is Planning rans-Pacific Flight

osed Route Considered Is om San Diego To The Philippine Islands

(*American Press Wireless*)

hington, September 26.—A ne flight from San Diego, rnia, to the Philippines some- this winter or in the early is being contemplated by the Department and tentative are under way.

e landing places for the flight will be Hawaii, Wake Island and Guam. The planes will probably be of the famous NC type which recently flew successfully across the Atlantic Ocean to Plymouth, England, by way of the Azores and Portugal.

British Naval Losses Totalled 254 Vessels

List Includes 18 Battleships, 22 Cruisers, 65 Destroyers And 54 Submarines

(*Reuter's Service*)

London, September 27.—An official return issued today shows that the British warships lost during the war numbered 254, including 13 battleships, 22 cruisers, 65 destroyers and 54 submarines. Eight hundred and fifteen auxiliary craft were lost, including 244 colliers and 246 trawlers.

Gang Gets Over $700 In Daylight Robbery

Five Men Hold Up Chinese On Ningpo Road And Steal Bag With Money

A daring daylight holdup on Ningpo Road yesterday morning shortly before noon netted over $700 for a gang of five Chinese who attacked a cloth dealer's apprentice within 100 yards of the Sing Yue Bank and snatched from him a bag containing the money.

The robbery took place outside an alleyway, the second off Honan Road, and was completed so quickly that the men got away, running in the direction of Shantung Road, before the man who was held up could attract the attention of the police.

The apprentice left the bank after cashing a note for his employer and while passing the alleyway two men pinned his arms to his side, two others watched and the fifth snatched the bag containing the money.

Strike Will Close Paris Play Houses

All Places Of Entertainment Will Be Affected By General Walkout

(*Reuter's Service*)

Paris, September 28.—The Entertainments Federation has decided on a general strike of employes at all places of entertainment including theaters except cinemas and a few theaters which signed the agreement with the Federation for the payment of a minimum wage and employment only of unionists.

MR. LIANG SHIH-YI EXPECTED HERE TODAY

Associate Northern Delegates Enjoy Week-end Trip To Nearby Cities

Mr. Liang Shih-yi, former Minister of Finance, is expected to arrive in Shanghai today. Mr. Liang arrived in Nanking Sunday and left there for Shanghai in the evening. However, in Wusih he was met by several Northern delegates, including Messrs. Fan Chu, Liu En-ko and Li Kuo-chen, who urged him to stay and Mr. Liang changed his plans and left the special train at Wusih.

Three other Northern delegates, impatient of the cold reception given to them by the Southern peace delegation, also left Shanghai Sunday. They went to Wusih on a special train at 7:55 a.m. They were accompanied by Mr. Yi Yuan-fu, manager of the Salt Industrial Bank.

Mr. Wang Yi-tang, the senior Northern delegate, is still at Mr. Hardoon's garden. He despatched one of his secretaries, Mr. Li Shih-jui, to Nanking Sunday to consult General Li Shun.

JAPANESE SHIP WORKERS OFFERED CONCESSIONS

Eight-Hour Day And Increase In Wages To Be Given Men In Kobe Dockyard

(*Reuter's Pacific Service*)

Kobe, September 27.—The managing director of the Kawasaki dockyard has urged the men's representatives to leave the question of their demands entirely in his hands. The men's representatives have decided to reject the proposal.

Kobe, September 28.—The Kawasaki Dockyard has conceded an eight-hour day, also an increase of wages. Mr. Matsukata, the managing director of the dockyard, has offered to resign. The men will probably resume work on Monday.

Privileges In China Are Sought By Czechs

Extraterritoriality Will Be Opposed By Government, Delegates Declare

(*Reuter's Pacific Service*)

Peking, September 26.—It is officially stated that the desire of Czecho-Slovakia to secure extraterritorial privileges in China was conveyed to the Chinese Delegation in Paris in an unofficial manner. No actual negotiations have yet taken place, but the Chinese Delegation have made it plain in conversation that the Government will strenuously oppose extraterritoriality.

Chinese Prize Courts Will Be Closed Today

(*Reuter's Pacific Service*)

Peking September 26.—It is stated officially that the Prize Courts will be abolished on the 30th instant. Any technical cases relating to enemy property seized during the war and not yet settled will be dealt with by the Ministry concerned.

Wilson Is Obliged To Forego Speaking Tour Due To Illness

Cancels His Engagements On Doctor's Orders And Will Return To Washington

(*American Press Wireless*)

Wichita, Kan., September 26.—President Wilson has cancelled the remainder of his "circle tour" of the Western and middle Western States under orders from Admiral Grayson, the President's physician, and the President will return direct to Washington from this city.

Illness and physical exhaustion were given as the reasons for this action by Admiral Grayson. Although there is nothing critical about the President's condition, Admiral Grayson declared, nervous reactions affecting the digestive organs of the chief executive have made the suspension of the trip imperative.

The President repeatedly announced his intention of completing his tour but Admiral Grayson would not permit it. President Wilson has made nearly forty public addresses since leaving Washington September 3.

Reservation, He Says, Means Rejection Of Treaty

(*Reuter's Service*)

Cheyenne, Wyoming, September 25.—In the course of a speech here yesterday President Wilson declared that he would regard the adoption of the reservation with regard to article ten of the peace treaty proposed in the Senate as a rejection of the treaty. He reaffirmed that the United States was not entitled to doubt Japan's promise with regard to Shantung, and he characterised the professions of friendship for China made by opponents of the treaty as "empty noise."

New York, September 26.—Owing to a nervous reaction President Wilson has been ordered to cancel the remainder of his tour. He is returning to Washington immediately. His condition is not serious.

Record Silver Price Is Reached In London

Level Touched In 1859 Passed When Metal Goes To Sixty-three Pence

(*Reuter's Service*)

London, September 25.—The price of bar silver yesterday was 63 pence per ounce, a record. The previous record was 62⅜, in March, 1859, but it is pointed out that the present paper money prices are not strictly comparable with 1859.

London, September 27.—Five hundred thousand pounds sterling of the latest shipment of gold from South Africa was taken to India at 99 shillings per ounce.

Exchange on London and New York dropped a point in the official Shanghai quotations yesterday but there was little change in the rates when transactions were made for large amounts. The official closing quotations were: On America, 130¼ for cash and on London, 6s. 2d.

TRANSPORT LINES CEASE OPERATION ALL OVER COUNTRY

Crisis Without Parallel Is Brought About By General Tie-Up

ALL PARLEYS FAIL

Measures Taken To Insure Adequate Food Supply For Cities

CHAOS IN LONDON

Emergency Orders Given Provide For Wartime Rationing Again

For the sake of greater clarity the two days' accumulation of telegrams is given in chronological order.

(*Reuter's Service*)

London, September 26.—The railwaymen have struck.

London, September 25.—3:10 a.m.—The decision to call a strike tomorrow was telegraphed to all the railwaymen's branches in the kingdom yesterday evening. Subsequently the Cabinet proposed to the National Union of Railwaymen that they should confer with Sir Eric Geddes, Minister of Transport, this morning.

11:10 a.m.—After hours of deliberation the Railwaymen's Union decided to accept Sir Eric Geddes' invitation to a conference.

5:25 p.m.—The Railwaymen's Executive conferred with Sir Eric Geddes for several hours today both in the morning and the afternoon. In the late afternoon they met the Premier at Downing Street.

The public is anxiously awaiting the result of the conferences.

6:50 p.m.—It is significant that the Home Secretary and Food Controller conferred with the Premier this afternoon, presumably with regard to the preservation of order and the protection of essential train services and food supplies in the event of a railway strike.

9 p.m.—It is officially announced that the railwaymen's strike, if the strike notice is brought into operation, will begin at midnight tomorrow, not at noon.

London, September 25.—10:00 p.m.—An official statement issued from Downing Street on the conclusion of the conference with the railwaymen's executive tonight says that the Prime Minister, Mr. Bonar Law and other members of the Government discussed freely and frankly the whole situation from the standpoint of the Railwaymen's Union. It was decided that there should be a further discussion at noon tomorrow.

To Provide Food

London, September 26, 3:10 p.m.—On leaving Downing Street this afternoon Mr. J. H. Thomas stated that the railway strike would take place.

3:30 p.m.—It is officially announced that the conference between the Railwaymen's executive and Mr. Lloyd George and other ministers failed to reach an agreement. The strike commences at midnight tonight.

8:30 p.m.—It is stated that the Railway Executive has arranged for the conveyance of all necessary foodstuffs and milk to London. Protection will be afforded to all loyal employes as far as possible. Arrangements are complete for the maintenance of the various essential services. The Government has further arranged for the organisation of the distribution of goods and the compulsory acquisition of motor vehicles if they are required for that purpose.

Workers Whose Demands Were Met Also Strike

London, September 26.—4:40 p.m.—The Locomotive Engineers' and Firemen's Society has resolved to support the railwaymen's union. It is noteworthy that the Society's demands had been met. It was the alleged discrepancy between these demands and the Government offer to the Railwaymen's Union which precipitated the present trouble.

It is understood that the Government, with the aid of bluejackets and such railwaymen as refuse to strike, will endeavor to carry on a skeleton service all over the coun-

try to maintain the means of distribution. The Government will also make the fullest use of aeroplanes.

An official of the railwaymen's union informs a Reuter's representative that the strike will be a national one, applying to all railways throughout the United Kingdom, both steam and electric.

8 p.m.—The War Office announces that owing to the railway strike all leave and demobilisation are forthwith suspended.

Mr. J. H. Thomas, in the course of a statement, said that the Prime Minister found it impossible to concede standardisation for all grades on the same basis as already agreed in the case of the locomotive men. Consequently there was no alternative but to strike. Mr. Thomas hoped that members of the union would realise that neither disorder nor rioting would help their cause. No damage to property would be countenanced. Mr. Thomas declared that this was the saddest day of his life.

Statement Issued Reviewing Events Leading To Strike

London, September 26, 11:45 p.m. —Sir Robert Horne, Minister of Labor, stated in the course of an interview that the railwaymen had been guaranteed that no reduction of wages would occur before December 31 and that wages would be maintained at their resent level until the cost of living had considerably changed, of which there was little anticipation for many months. The minister expressed the view that bringing about the strike now seemed to show extraordinary callousness and disregard to the common public interest.

He emphasised how the railwaymen had pressed for recognition of the war wage as a permanent wage; thus they demanded that a man receiving 20 shillings before the war should receive 53 shillings, the amount reached owing to the war bonus due to increased cost of living. This request was made in March for stabilisation of war wages and went beyond the demand of the other trades of the country. The Government refused to accept the principle but arranged that wages should remain at the figures reached —for example 53 shillings in war time as compared with eighteen (sic) before the war as quoted above —until December 31. This conceded longer stabilisation for the railwaymen than for the other trades. The arrangement provided for holding negotiations between March and December to determine a permanent wage according to prevailing conditions. The fact that the standard could be reviewed at the end of the year, the minister continued, made the strike still more heinous for whatever the railwaymen thought of the permanent wage fixed by the Government, it was at least open to revision during another three months.

Question Of Standards

Sir Robert Horne said that the first grades in which wages were finally settled had been the drivers, firemen and cleaners. The subject of the present controversy was the standard rate for the remaining grades. The Government had fixed the standard for the lowest grade men at a minimum of 40 shillings a week, no matter how the present cost of living might drop. This would compare with a wage of 18 shillings before the war. The Government had guaranteed the railwaymen that the war wage should continue fully while the cost of living stood at its present level. The war wage exclusive of pre-war pay was 33 shillings when the cost of living was 125 percent above the normal. The latter was now 115 percent above the normal but the railwaymen had been guaranteed against reduction of the war wage until the percentage reached 110 and only then if it remained at that figure for three months.

The railwaymen had rejected that offer and insisted on the principle of the advance made to the drivers, firemen and cleaners but, although the two former classes had received an advance which more than covered the addition of the war bonus, the cleaners' standard wages had been fixed at a lower figure. It was therefore idle for the railwaymen to suggest that they were out on this principle. The case of the drivers and firemen stood alone. The railwaymen's leaders had always contended that the drivers and firemen had a very special responsibility and had been unfairly treated during the war. The leaders had rejected the Premier's offer to continue negotiations in order to abolish any grade anomalies in wages.

Sir Robert Horne mentioned that one of the elements causing difficulty was the fact that every grade of workers received the same flat rate war bonus, irrespective of rate of wages, and that this had influenced the Government's concessions in fixing the new wages of drivers and firemen who were the highest paid workers.

He drew attention to the fact that besides the average addition of 100 percent under the proposed new standard of wages as compared with pre-war wages, the hours of labor would be reduced from ten or even twelve to eight and also extra allowances would be made for overtime, night duty and Sunday work. Sir Robert Horne pointed out the enormous increase in the wages bill which the railwaymen's new proposals would involve as set forth in the Government's reply to the railwaymen's ultimatum issued on September 24.

In conclusion the Minister stated that the Government had made as complete arrangements as possible for carrying on transport by motor services. Petrol would be rationed and also food. The Government had done everything possible for securing the feeding of the country. No doubt troops would guard the railways but no arrangements had yet been made to run trains with military labor.

Is Strike Against State, Says Sir Robert Horne

September 27, 2:35 a.m.—Field Marshal Sir Douglas Haig attended yesterday's Cabinet and conferred with the Premier for two hours and a half.

Sir Robert Horne, Minister of Labor in the course of an interview emphasised that it was a strike against the State. It was not a question of increasing capitalist profits but of saving the community from disaster.

The strike opened quietly, the men leaving the depots without disorder. Trains from Edinburgh and Glasgow for the South started crowded yesterday evening but officials would not guarantee their reaching their destination.

The position at the London termini at midnight was as follows: At Paddington the service had ceased; London Bridge, Waterloo and Liverpool Street the trains were finishing their journeys, at Euston, Kings Cross, and St. Pancras the late trains to the North were cancelled. These trains were crowded with drivers and guards anxious to start to reach their homes in the North but the signalmen had left their boxes, hence it seemed improbable that the trains would leave. The strike may extend to the 'bus and tram services, whose employes have no grievances, but the Executive of the Vehicle Workers' Union meets today to consider the situation.

The Executive of the Railway Clerks' Association has telegraphed to members to remain neutral, and perform their own duties and not those of the strikers.

Ireland is not affected by the strike.

Emergency Orders Provide For Rationing

September 27, 4:35 a.m.—Emergency orders issued in connection with the strike enforce strict rationing of coal, gas and food as during the war; they prescribe compulsory requisitioning of vehicles and horses, call for volunteers to drive motor vehicles and provide for the protection of volunteers.

The funds of the Railwaymen's Union are estimated at £1,250,000, sufficient to finance the strikers for a month, but the real test is expected in the first three days, as if the essential railway services can temporarily be carried on the failure of the strike is certain.

A factor in favor of the Government is the enormous number of motor lorries at its disposal but it is possible that the railwaymen may invoke the support of their partners in the Triple Alliance, thereby provoking a still graver situation.

Steel works at Wolverhampton employing 3,000 men are closing down immediately in consequence of the strike. Other works are expected to follow.

Press Condemns Workers

London, September 27.—With the exception of the Labor organ, the Daily Herald, the newspapers unanimously condemn the railwaymen for suddenly forcing an industrial war on the community when there was ample time to negotiate, at the very moment when the country is threatened with bankruptcy owing to its inability to export manufactures. The newspapers believe that the railwaymen have underestimated the strength of public opinion hostile to them and the power of the Government. It is pointed out that till yesterday evening the public was ignorant of the matters under dispute and hope is expressed that the publication of the exact demands and offers may yet lead to a fresh discussion. The convocation of Parliament is generally urged with a view to throwing light on the situation by a searching debate.

Parliament May Be Called Into Session By Strike

London, September 27, 1:25 p.m. —Mr. Cramp, Chairman of the Railwaymen's Union and other Union representatives had a conference with Sir Eric Geddes at noon today. In some quarters this is regarded as indicating that the door to negotiations is not yet closed.

The demand for a special session of Parliament to deal with the strike is growing.

There were extraordinary scenes in London this morning. The tram and bus services are still running pending the meeting of the Vehicle Workers' Union Executive this evening. The rush for trams and buses was enormous. There were crowds at every stopping place. Numbers in despair just walked.

The Tube and Underground strike is holding up hundreds of thousands of business men and women. The buses and taxis and numerous improvised conveyances are creating record blocks in the streets. Every route to the city is chocked with vehicles. A taxi takes an hour from Charing Cross to the Bank.

The employes at the Chelsea power station which feeds the tubes have ceased to work, thereby stopping the Surrey trams.

The Continental Express from Victoria and a couple of long distance trains from Liverpool Street have managed to leave, but otherwise trains are entirely suspended. The stations are closed and pickets are posted in the goods yards. Many passengers for the steamer Osterley leaving for Australia were temporarily stranded at St. Pancras, but the authorities provided motor lorries, thirty of which were packed with Australians and their wives and families.

The latest reports from the great provincial centers show that the standstill is complete everywhere. The aeroplane companies are mobilising every available machine for urgent transit.

Up to the present there have been no disorders.

Hyde Park To Become Food Distribution Center

London, September 27, 4 p.m.—A sensation has been created by the news of a drastic step taken by the Government to cope with the food problem. The Government propose to close Hyde Park and use it as a motor park and distribution center for milk and footstuffs. This news has been received with great relief by the millions who are dependent on outside supplies of milk. It is anticipated that all London busmen and trammen will strike tonight in sympathy with the railwaymen.

Already a quarter of a million persons have responded to the Government's appeal for motor drivers.

Mr. J. H. Thomas has instructed the Irish railwaymen not to strike without the authorisation of the national union executive.

Situation Said To Be Of Unparalleled Gravity

London, Sept. 27, 8:55 p.m.—The situation tonight is one of unparalled gravity. No new negotiations have begun and there seems no hope of a resumption of the conferences.

The conference which Mr. Cramp, chairman of the Railwaymen's Union, had with Mr. Lloyd George this morning had no significance. It was simply for the purpose of agreeing regarding the official report of yesterday's conference.

An attenuated daylight train service has been maintained by the London and Brighton, Midland and Great Eastern Companies on their local lines. Long distance trains are entirely suspended. Some of the latter were abandoned en route, while others had the greatest difficulty in reaching their destinations owing to the signalmen leaving their boxes. Last night's Irish mail is still missing.

The country has reverted to war rationing. Everything is being done to ensure motor transport of foodstuffs. It is thought possible that private motors may be commandeered. Aeroplanes are playing a noteworthy part in relieving the situation. Air passenger and mail services are being arranged between London and Edinburgh and also with the continent. The newspapers publish weather forecasts in connection with these services.

It is estimated that a million men are on strike or idle.

Coal Exports Cease

London, Sept. 28, 1:05 a.m.—The Coal Controller has ordered a stoppage of all foreign shipments of coal from Cardiff, in order to conserve all coal for use in Great Britain.

At a protracted meeting of the bus, tram, and taximen's union it was decided to suspend until Monday the decision on the subject of a sympathetic strike.

Liverpool's meat supply is held up at Birkenhead.

The general manager and four assistants have since the strike been working the pumps to keep the Mersey tunnel clear of water. A cessation of pumping for a few hours would make the tunnel unworkable for months.

The steelworks at Hartlepool are closed. Several race meetings have been abandoned.

The Executive of the Irish Labor Party has issued a manifesto approving the railway strike and warning workers to be in readiness though no strike of railwaymen has been declared in Ireland.

Sir Edward Carson has not been able to open his anti-Home Rule campaign at Belfast because there are no trains.

Demonstration Meeting Is Held By Workers

London, September 27.—The railwaymen held a demonstration meeting at the Albert Hall tonight. The meeting passed a resolution endorsing the action of the executive in calling a strike. Mr. J. H. Thomas, in the course of a speech, declared that if Mr. Lloyd George would say that he was prepared to concede the same principle to all railway servants, the strike would cease immediately.

An official announcement issued tonight states that the stoppage of trains is practically complete throughout the country. There have been no disturbances. The road transport service is being organised rapidly to insure the food supply. The Government are receiving numerous offers of assistance particularly from ex-soldiers and ex-sailors and their organisations.

London, September 27.—Speaking in the Albert Hall last night Mr. J. H. Thomas asserted that the Premier had been intimidated. Mr. Bromley, Secretary of the Locomotive Engineers' Society, said that if the strike failed all trade unionists were doomed for the remainder of their existence.

Premier Says Strike Entirely Disregards Interests Of Public

London, September 27.—Mr. Lloyd George in a telegram to the chairman of the County Council at Carnarvon where the Premier was due to speak today explains that his absence is due to the strike and proceeds:

"I have come to the conclusion that in a long and varied experience I can recall no strike entered into so lightly with so little justification and with such entire disregard of the public interests. On its merits the strike is inexplicable. The Government had made an offer which every fair-minded man must regard as generous. The Government begged the railway Union to postpone the strike, were it only for two or three days. The Railwaymen declined to grant even this respite to their fellow-countrymen and the service upon which the life of the whole people so much depends was stopped with practically no warning.

"The Government have reason to believe that the strike had been engineered for some time by a small but active body of men who wrought tirelessly and insidiously to exploit the labor organisations of the country for subversive ends. I am convinced that the vast majority of the trade unionists of the land are opposed to this anarchist conspiracy. In the interests of the nation the Government have no alternative but to accept the challenge thrown down to society as a whole. They intend to meet the blow at the public weal with all the resources at the disposal of the State and they look to the nation to support them in maintaining the fabric of social order upon which the prosperity of this country depends."

Gives Review Of Events

London, Sept. 27.—Mr. Lloyd George in his letter to the Chairman of the Carnavon County Council reviewed the circumstances leading up to the strike as detailed by Sir Robert Horne yesterday evening. He asserted emphatically that the dispute was about something which could not possibly come into operation before next year and yet the nation was thrown into the dislocation of a hurried strike without even a week's warning.

The Government, Mr. Lloyd George continued, had stated its readiness to consider any anomalies in their proposals but the railwaymen had declined even to discuss the Government's offer. The precipateness of the railwaymen's action gave the impression of a deliberate and matured intention on the part of some individuals to seek a quarrel at and cost. He was convinced it was not a strike for wages or better conditions.

Those engineering the strike had made many hitherto unsuccessful efforts to capture the leaders of trade-unionism, he said. There was no more patriotic body of men in the country than the railwaymen whose conduct during the war had demonstrated that fact.

"When they realise," Mr. Lloyd George added, "that they are not fighting for fair conditions of labor but are being used by extremists for sinister purposes their common sense will resume sway and save the country and their own families from disaster."

Announcement Of Decision Is Made To Cabinet

London, September 28, 3:50 p.m. —According to the official notes of the conferences between the Cabinet and the railwaymen's representatives, Mr. J. H. Thomas in conveying to the Ministers the decision to strike said, addressing the Premier, "Our Executive during your absence passed a resolution recording its appreciation of the fair and impartial way in which you endeavored to conduct the case from your side and the fair and frank way in which you endeavored to meet it."

In the course of an interview this morning Mr. J. H. Thomas said that he was anxious for a settlement but that an attempt to turn the dispute into any other than a Labor question was complicating the situation and making it dangerous. He definitely refused to widen the issue.

Situation Remains Unchanged

London, September 28, 6:20 p.m.—It is officially announced that the situation is unchanged. Food distribution arrangements are proceeding smoothly. Offers of service are pouring in from all quarters and arrangements are being completed to make immediate use of volunteers.

It is reported that the Welsh tinplate works, steel plants and various collieries are closing down in consequence of the railway strike.

London, September 28, 8:30 p.m. —The Executive of the London bus- and tramwaymen's union today advised the men to work another 24 hours, in accordance with the desire of Mr. Thomas and Mr. Bromley.

The resolution passed declared the justice of the railwaymen's demands and expressed the intention to urge the Transport Workers Federation to make the question a national one unless the Government immediately tried to arrange a settlement with the railwaymen.

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LAST BRITISH TROOPS ARE LEAVING ARCHANGEL

Blockade Of Russia Discussed; Further Advances Made By General Denikin

(Reuter's Service)

Archangel, September 25.—Thousands of British troops and general headquarters embarked today. The last British troops will leave on September 27.

The North Russian Government announces its intention to engage demobilised British soldiers to serve with the North Russian armies. It hopes to form a brigade of infantry with machine gunners and artillery. A hundred officers have already applied to join as aviators.

Council Discusses Blockade

Paris, September 26.—The Supreme Council yesterday discussed the question of a peaceful blockade of Bolshevist Russia without a declaration of war. The Council decided to ask its legal advisers whether a satisfactory formula could be found for the application of such a measure.

Denikin Still Advancing

London, September 25.—General Denikin continues to be successful along the whole front. He captured over 6,000 Bolshevist prisoners along the Don and Khoper rivers in one week.

Admiral Kolchak's offensive is progressing satisfactorily. Since the beginning of the offensive he has advanced an average of 50 miles on the whole front, except at Toboisk.

The Bolshevists continue to make progress in Turkestan, where they are meeting with little opposition. Probably they will be able to consolidate their gains and their communications with Turkestan will not be interrupted.

Details Of Progress

A war office statement issued this evening gives details of the progress of General Denikin's operations, in the course of which he has made important captures of towns, and men and material.

The war office states that renewed Bolshevist attacks against General Wrangel's entrenched line north of Tsaritsin were defeated with the aid of tanks. The Bolshevists have crossed the Kheper river on a 45-mile front. The Don troops are strongly opposing them and have the situation well in hand. The famous raiding general, Mamontoff, has apparently joined up again with General Denikin. The eighth soviet army is reported to have been badly handled and is retiring in disorder as a consequence of General Mamontoff's operations.

General Denikin's captures at Kursk included 5,000 prisoners, 30 guns, two armored trains and much material.

Red Forces Gathering

London, September 25.—The Times special correspondent with Admiral Kolchak, telegraphing on September 20, states that the Bolshevists are concentrating their forces against Admiral Kolchak's left flank which is astride the Siberian Railway.

A Bolshevist wireless message from Moscow dated September 24 declares that practically the whole of Siberia from Irkutsk to Blagoveskchensk is in the hands of the Bolshevists.

Stockholm, September 28.—According to a telegram from Helsingfors a Russian General who has escaped to Finland declares that Petrograd and Moscow are directly communicating with Berlin and that German general staff officers are leading the Bolshevist troops.

The Germans, he says, are working to establish a monarchical pro-German Russia.

(Reuter's Pacific Service)

Harbin, September 29.—The following communique has been issued in Omsk:

On the Siberian front in the direction of Yalutorovsk the enemy has concentrated fresh reserves and has forced our troops slightly to withdraw. We are continuing to advance along the Tobol river. One of our detachments broke though the enemy's lines. They attacked the enemy by a clever maneuver and inflicted heavy losses on him, capturing 210 prisoners including 10 officers, besides several machine-guns and many cars laden with food."

Canadian Offers Prize For Flight To Japan

Purpose Of Announcement Is To Commemorate Visit Of Prince Of Wales

(Reuter's Service)

London, Sept. 25.—According to a telegram from Victoria, B. C., to the Times, to commemorate the visit of the Prince of Wales, Mr. Norman Yarrow, head of Yarrows Limited, has offered a prize of £10,000 for the first flight from Vancouver to Japan by a lighter than air machine manufactured in Canada and navigated and manned by Canadians, before December 31, 1922.

CHINESE COMMISSIONERS ARE RETAINED IN OFFICE

System Parliament Abolished Continued In Operation For Time Being

(Reuter's Pacific Service)

Peking, September 26.—Parliament recently abolished the system of Provincial Commissioners of Foreign Affairs on the ground that there was not sufficient work for them to do in the provinces. The Government, however, did not approve and referred the matter to Parliament for reconsideration. As Parliament is now in recess the system will be continued until Parliament reassembles.

Waichiaopu Is Given Powers By President

(Reuter's Pacific Service)

Peking, September 25.—President Hsu has surrendered to the Waichiaopu the authority to make substantive appointments of Consuls and Secretaries of Legations abroad. The Waichiaopu heretofore only made acting appointments.

AGREEMENT ON ISLANDS RATIFIED IN AUSTRALIA

Those South Of Equator Will Become British, Those North To Be Japanese

(Reuter's Service)

Melbourne, September 28.—The Federal House of Representatives has passed the bill ratifying the so-called Nauru Agreement providing that the control of the former German islands in the Pacific South of the Equator shall pass to Australia and New Zealand, while those North of the Equator shall go to Japan.

Seizure Of Fiume May Bring Revolt

(Continued from Page 1)

that a small landing force from the cruiser Olympia had recovered possession of Trogir on the Dalmatian coast on September 23 without bloodshed, after the city had been surprised and captured by the Italians. Mr. Daniels added that it appeared that the Americans acted under instructions from the Suprem. Council.

Americans Occupy Town

Copenhagen, September 25.—A South-Slav correspondence bureau telegram from Spalato states:

"A South Slav detachment began to advance on the town of Trogir, which had been occupied by the Italians, when an American destroyer entered the harbor to compel the retirement of the Italians to the demarcation line, the inhabitants opened fire on the Italians who hastily left. The South Slavs captured the Italian commander and three men in an armored car. In the meantime 200 American marines with machine-guns landed and took over the armored car and the prisoners who were subsequently transferred to an Italian ship. Servian troops on their arrival were enthusiastically welcomed. The Americans handed over the town to the South Slav troops and re-embarked. The American warship is staying in harbor for a few days."

D'Annunzio Demanding Annexation Of Fiume

Rome, September 24.—D'Annunzio's conditions are annexation of the city and port of Fiume and the hinterland as far as Italy proper, including the Istrian towns of Abbazia, Voldsca and Alcona.

The members of the Cabinet, while admitting the extreme gravity of the situation, do not agree that a solution is impossible. Hope is entertained that the Crown Council, which is meeting for the first time since 1882, will find a via media.

Crown Council Meets

Rome, September 25.—The Crown Council met at the Quirinal this morning to discuss the Fiume problem. The King presided. Signor Nitti, the Premier, the ex-Premier and leading politicians of all parties were present except Baron Sonnino who is ill, and Signor Turati, the Socialist leader.

Consequences Are Seen

Rome, September 26.—The Epoca states that at the meeting of the Crown Council yesterday, Signor Tittoni stated that the peace conference was unable to consider the Italian possession of Fiume as a *fait accompli* without risk that Czecho-Slovakia, Jugo-Slavia, Greece and America would take the same action with regard to Teschen, Klagenfurt, Thrace and the Danat respectively, in which case the conference could only dissolve.

Denial Is Given

Paris, September 26.—The Jugo-Slav press bureau denies that Jugo-Slav troops are concentrating round Fiume. It says that the Jugo-Slav Government has adopted a waiting attitude, hoping that the Allies will enforce respect for their decisions and "end an intolerable situation."

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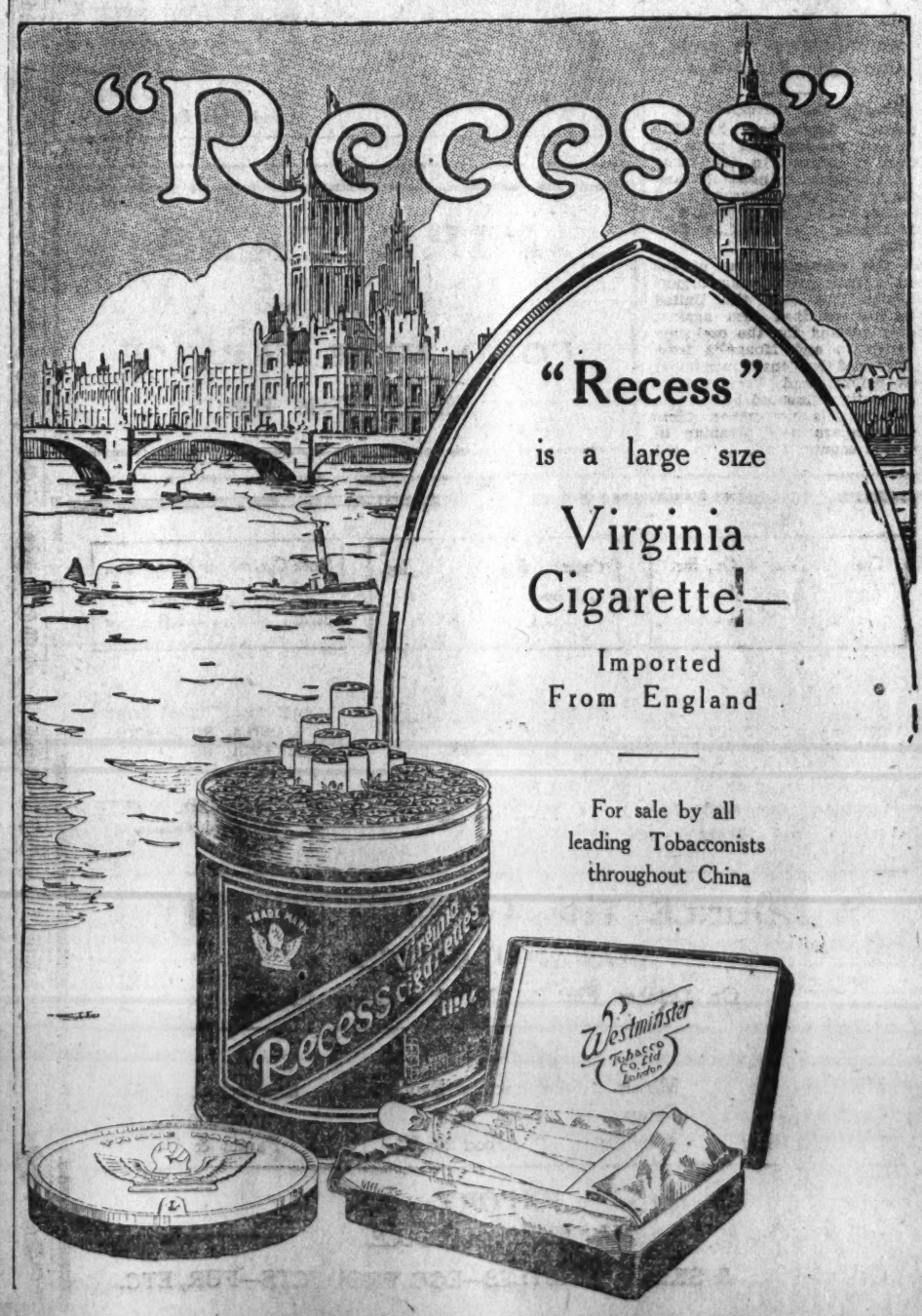

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PEKING HARD PRESSED TO RAISE NEEDED CASH

Government's Financial State Said To Be More Serious Than Ever Before

(From Our Own Correspondent)

Peking, September 24.—As a result of the steady stream of requests for funds that have been pouring in to the Central Government from the provinces, the Financial Commission held another meeting yesterday to discuss ways and means of raising money to carry the Government over the Mid-Autumn Festival. Among those present at this meeting were Chow Tse-chi, who has been acting as unofficial financial adviser to the President for the past few months; Li Shih-hao, the new Acting Minister of Finance, and Chang Hu. All of the Government's urgent liabilities were laid before the commission, and it was decided after considerable discussion to approach the foreign banks with regard to the advance to the Government of the Customs surplus for this month. The members of the commission also decided to attempt to negotiate a large loan with which to tide the Government over its embarrassments, and the question of adequate security for this loan was brought under discussion. Neither the amount of the loan nor the nature of the security to be offered have, however, been made public as yet.

The financial situation of the Government is without doubt more serious than it ever was before Money is needed both in Peking and in the provinces to meet administrative expenses and keep up the army; and from the provinces both letters and delegates are coming to Peking daily to impress the Government with the emptiness of the provincial treasure. Lately communications from the provinces have assumed a threatening character, and the provincial authorities have either begged off from or ridiculed the Government's plans for raising funds by the sale of Eighth Year bonds in their districts.

The attitude of the provinces both with regard to their need of funds and towards the Government's plan for selling Eighth Year bonds, headed as it was by Chang Tso-lin and Tsao Kun, led to the fall of Kung Hsin-chan. But it is questioned here whether the new team composed of General Chin Yun-peng as Acting Premier and Li Shih-hao as Acting Minister of Finance will be able to do any better. The fact is that China, both in the North and in the South, cannot improve her financial situation until she achieve national unity or unless she is willing to go to the Japanese on terms made by them.

CONSORTIUM ATTACKED BY PRO-JAPANESE PRESS

Britain And France To Make Counter-Proposal To Japan, One Peking Paper Says

(From Our Own Correspondent)

Peking, September 26.—The Anfu and pro-Japanese press of Peking, in addition to the many columns occupied by news of Wang Yi-tang's troubles at Shanghai, still have time and space left for almost daily attacks upon the New Consortium.

In this connection one of the capital's leading reactionary organs maintains that only the United States has remained firm against Japan's demand for the exclusion of Manchuria and Mongolia from the sphere of the Consortium, while Great Britain and France have been greatly influenced by it. According to this newspaper, these two Powers are now planning to present a counter-demand to the Japanese claim, and this Anglo-French demand will call for the exclusion of the Yangtsze Valley and Yunnan Province, as well as of Manchuria and Mongolia from the scope of the Consortium. On these terms, it is stated, Great Britain and France are prepared to come in with Japan, the British to have exclusive interests in the Yangtsze Valley, while the French will have special rights in Yunnan and the Japanese in Manchuria and Mongolia. Just what America is to get out of it and whether America will come in on such terms the article does not say.

Japanese criticism of the new Consortium, as published in the Kung Yen Pao, the leading exponent of Anfu thought in Peking, takes a somewhat different turn from the above. The Japanese appear to regard the Consortium as a scheme to place China under the joint control of the Allies and to deprive her of her independence in financial matters. Hence the Japanese argue that their country should not join it, the more so because they have consistently pointed out to China the sinister motives behind the plot against her. Even if Japan wanted to have a share in the new Consortium she ought to be willing to first inquire into the views of China with regard to it.

The Kung Yen Pao says further that by joining the Consortium the Japanese would be forced to give up their traditional policy of maintaining the integrity of China and upholding the prestige of the Far East. She would be forced to adopt the policy of grab which has been characteristic of Western diplomacy out here, and she would thus lose many of the advantage hitherto derived from the traditional friendship between the two countries. Hence Japan's statesmen are urged to consider the question carefully and adopt a safe and sane policy.

Obituary

Viscount Bertie

(Reuter's Service)

London, September 27.—The death is announced of Viscount Bertie.

PROPOSALS FOR TIBET ADDRESSED TO PEKING

Question Furnishes Basis For Attacks By Japanese Press In Capital On Britain

(From Our Own Correspondent)

Peking, September 26.—In regard to the Tibetan question, the Government is considering the following views submitted to it by the authorities of Szechuen, Yunnan and Kansu:

(1) The immediate withdrawal of the Tibetan troops, the Government feeling that if such action is not taken it cannot keep its frontier troops from repelling them.

(2) The demarcation of the Sino-Tibetan boundaries on the basis of the agreement concluded under the late Ching Dynasty.

(3) That the question of Tibet's status as a government and of her internal administration be settled by agreement between China, Great Britain and Tibet, herself.

In the meantime, the Tsipan Jih Pao, a subsidised Japanese paper, is continuing its attack upon Great Britain, particularly for her policy in Tibet. It states that the British are jealous of Japan because of her rising influence in Manchuria and Mongolia, and that, as a term for a concession in the Tibetan affair, she insists upon the abrogation of the Sino-Japanese Military Pact. In addition to this the British helped the United States oppose Japan in the project of the new Consortium and sided with China, against her, in the recent students' movement. For these reasons, it concludes that Great Britain is the most untrustworthy country in the world, while Japan has always been faithful to Great Britain and fulfilled the terms of the Anglo-Japanese Alliance.

British War Office Drops Retired Men

(Reuter's Service)

London, September 25.—The War Office announces that owing to the cessation of the period of emergency it is no longer possible to retain in active employment regular retired officers unless they hold commissions in the territorial force or the special reserve.

REPORT CHINA WILL SIGN TREATY WITH GERMANY

Statement Received In Peking On Question Is Credited To Delegation At Paris

(From Our Own Correspondent)

Peking, September 26.—A rumor that China was going to conclude a separate peace treaty with Germany and allow the German and Austrian subjects to come into her country has been circulated in the Allied countries. As a result of this, the Chinese Delegation at Paris declared that China would sign the German treaty as soon as Japan fixed a definite date for the return of Kiaochow, but that no deported Germans or Austrians would be permitted to re-enter Chinese territory until after the Allies adopted definite measures for the treatment of the German and Austrian subjects. These affairs concerning the German treaty will be attended to by Delegate Koo alone, in accordance with instructions received by him from the Government, while the affairs in connection with the Hungarian, Turkish and Bulgarian treaties will be dealt with by both Delegates Koo and Wang, after the departure from Paris of Chief Delegate Lu Cheng-hsiang.

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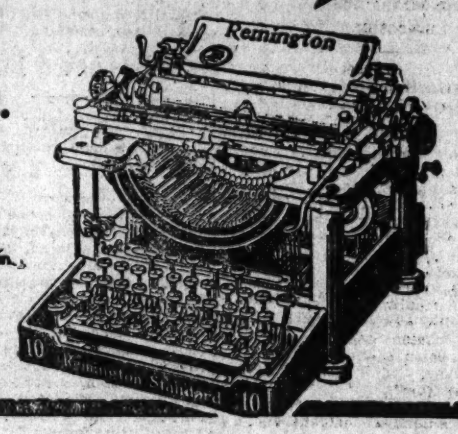

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"Gillette" Safety Razors...	7.50
"Gillette" Combination Set.	10.00
"Sharpen Mad" Rotary Stroppers	1.70
"Gillette" Razor Blades.... per doz.	1.10

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BASEBALL CLUB vs. S.C.C. IN ANNUAL CRICKET GAME

Will Play At Cricket Club This Afternoon And Tomorrow; Ball Game Friday

This afternoon and tomorrow afternoon the Shanghai baseball team will play cricket against the Shanghai Cricket Club eleven. The Cricket Club is to play baseball on Friday.

The cricket game will be played at the Shanghai Cricket Club ground and will start at five o'clock both today and tomorrow. The baseballers have had no practice and have made little preparation for the affair which was always a big feature of the baseball season in previous years.

"Coco" Ollerdessen, S. J. Deeks and W. E. Wilson will be loaned to the baseball club for the game.

The Cricket Club will line up as follows: E. G. Barnes, W. C. G. Clifford, E. S. Fox, A. H. Leslie, H. B. Ollerdessen, W. S. Read, E. W. Stagg, C. M. Thomson, F. L. Wainwright and Captain H. H. Morris.

AMERICAN COMPANY WINS TROPHY AT ANNUAL SHOOT

Beats 17 Other Teams And Gets Cup Sixth Year In Succession

For the sixth consecutive time the American Company, yesterday, the final day of the annual encampment, won the American Company cup in competition with teams from 17 other units. All of the Sunday morning events remain to be shot off owing to the rain. They will be finished at the Rifle Range next Saturday. The company broke camp yesterday at 7:30 a.m.

In spite of intermittent showers the Sunday afternoon and evening program of shooting, tea, speeches and vaudeville went off with great success. United States Consul-General Thomas Sammons, Consul W. R. Dorsey, and Major Pilcher, S.V.C., were guests. Mr. Sammons presented the awards which included the American Company cup, individual cups to the members of that winning team and a cup for the high gun won by Private Hykes. Captain S. A. Ransom then presented to Consul-General Sammons a cup awarded for securing the most recruits for the Company.

The evening program consisted of singing by the men, an unusual exhibition of magic by Professor Lee Sung-chien of Nanyang College and a talk on the duties of an observer on the French battle front given by Captain H. H. Ashley, who talked from personal experience. He illustrated it with photographs, maps and souvenirs from the battle field.

The scores were as follows:—

American Co.	281
S. M. Police	267
1st Reserves	264
Maritime Co.	263
Shanghai Rifle Assn.	258
Shanghai Scottish	255
"B" Co., British	248
Machine Gun Co.	241
"A" Co., British	239
Swiss Rifle Club	238
Japanese Co.	234
Fortuguese Co.	229
Special Police	226
Chinese Co.	222
Shanghai Volunteer Fire Brigade	221
Engineer Co.	215
Italian Co.	172

The Customs Company scratched. The high guns were:

Pte. Hykes	95
Pte. Sauer	9[illegible]
Pte. Snape	94

RACING IN ENGLAND

(Reuter's Service)

London, September 26.—Newbury Cup. Result:

1. Silverbridge.
2. Lanndonhills.
3. Steloe.

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Betting.—8 to 1 Silverbridge.
9 to 4 Lanndonhills.
20 to 1 Steloe.
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Whizz-Bangs Organise

About 30 members of the United Services Association met last evening at the Palace Hotel and formed the Whizz-Bang Football Club. Mr. Jamieson, British Consul General, was asked to preside by Mr. R. Rhyss Jones, who is mainly responsible for the formation of the Club.

Mr. Jamieson, in his opening remarks, proposed that Mr. Jones should act as honorary secretary, and in a few words pointed out that the idea of the Club was to foster a get-together spirit among those who had been overseas fighting and who had had the good fortune to come through alive.

On the motion of Mr. R. Rhyss Jones, Mr. Latimer was elected honorary treasurer with Messrs. Ferris, Cheeseman and Barrette as committeemen. The colors adopted by the "Whizz Bangs" are red shirts with a white "W" on the left breast and blue shorts.

The Club is open to all members of the United Services Association and it is hoped that all who can will join and do their best to foster sport with football in particular. There is to be a match next Tuesday when the team will get a little practice for what awaits them in the First League. The meeting closed with a hearty vote of thanks accorded Mr. Jamieson.

Chaplin At The Apollo

Charlie Chaplin has lost none of his attraction for movie fans. Over 100 people were turned away at Apollo Theater last night unable to see him in "Sunnyside" because of the lack of seats. But there can be little doubt that they will return tonight or one other this week because the verdict of those who did see it is a recommendation. Chaplin is at his best and the play shows more ingenuity and plot than many in which he won praise.

It is a rural drama holding up the pious and hard fisted old farmer to more than comic view and picturing the country boarding house-hotel in all of its peculiarities.

Charlie's life as a farm hand is one continuous monotony of chores from long before daybreak until dark. He has to milk the cows and feed the stock, care for the chickens, and, when there is nothing else to do, cook for his employer. The single bright ray in his gray existence is the daughter of a neighboring farmer. He is making progress in this direction when a city man, slightly hurt in an automobile accident, drops into the hotel and almost steals Charlie's girl. But he does not and the picture closes with them walking arm in arm away. The film will be screened again tonight, tomorrow and Thursday.

Eleven Are Arrested On Gambling Charge

Special constables led by Inspector James Sinclair of the Louza District and Inspector Eek crashed through double doors of an establishment on Pakhoi Road near Chekiang Road last night after two loiterers who seemed to be guarding the place had been taken in custody and surprised a large party of Chinese engaged over dice and money at tables in the place. In the scurry that followed a number of the Chinese reached safety through windows and other exits, but 11 men were arrested and will face charges of gambling in the Mixed Court this morning. The raid took place about half-past 9 o'clock.

SPECIALS' DEMOBILISATION

Through an error THE CHINA PRESS announced on Sunday that the Special Constables Branch of the Shanghai Municipal Police was to be disbanded on the first of December. The Specials will conclude their duties on December 31, it is learned.

News Brevities

The British Women's Work Association announces that their depot will open Saturday of this week in the British Supreme Court building, those quarters having been reassigned for one month because of the difficulty in finding other suitable quarters. It will be open regularly on Tuesdays and Saturdays from 10 to 12 o'clock.

* * *

Marcel's new tea room at 243 Szechuen Road will be formally opened with a reception from 4 to 6 o'clock today.

* * *

The Shanghai Cotton Millowners' Association will hold its annual general meeting this morning at 11 o'clock at the Association headquarters, Hongkong Road.

* * *

The Cotton Anti-Adultration Association will held its general meeting today at noon at the association.

* * *

The Shanghai Women's Christian Temperance Union will give a social at the Union Church Hall Thursday evening from 4:30 to 6 o'clock.

* * *

Sergeant W. Moore, of the Mixed Court, and family leave today for Canada and England on leave of absence.

* * *

Mr. Yang Tcheng, Special Commissioner for Foreign Affairs, will give a reception at the Bureau of Foreign Affairs on Thursday from five until seven o'clock.

* * *

Three Korean revolutionaries were arrested in Vladivostok on September 18 by Japanese authorities, according to a statement given out by the Korean Information Bureau here. Two of the men are relatives of Lee Tong-whi, Secretary of State for the Provisional Government, who is in Shanghai. The other was general secretary of the Y. M. C. A. and was arrested in Haising Hospital.

* * *

Mr. B. C. Haile, formerly Pacific Mail Steamship Company agent at Shanghai and now special agent for the company in India, will shortly leave Calcutta for a vacation trip to the United States.

* * *

Mr. J. Elmer Delaney, former vice president and manager of the Philippine National Bank and now vice president of the Bank of the Philippine Islands, was a through passenger to Manila on the Katori Maru which arrived from Seattle yesterday. The Katori brought 70 passengers for Shanghai.

* * *

The French Mail liner Porthos, which sailed for Marseilles yesterday, took 152 first-class passengers from Shanghai. Of the number 68 are booked through to Marseilles.

* * *

Bids have been asked by the Shanghai Race Club for the construction of new stables, outhouses and a boundary wall on the Club's property at the South end of Mohawk Road. Plans and specifications may be obtained from the architects, Messrs. Davies and Brooke. All tenders must be sent to the Stewards before noon on October 13.

* * *

There will be a private showing of French victory films at the Apollo Theater this afternoon at five o'clock.

* * *

Mr. S. R. Hawthorne of the Hamilton-Brown Shoe Company of St. Louis arrived from Manila yesterday in the interests of his firm. The Company is to place agencies throughout the Far East and plans a chain of stores. The Hamilton-Brown Store opened in Manila on September 12 and an agency has been established at Hongkong. After a short stay in Shanghai, Mr. Hawthorne will go to Tientsin and Peking, then to Java and Singapore.

* * *

Admiral K. K. Lang, Chief of the Admiralty, left Shanghi Sunday night for Nanking on a tour of inspection of all the naval stations, hospital and bureaus up the Yangtsze. He will return shortly and make another trip to the southern ports on the same mission, including Makiang and Amoy.

* * *

Extortion was the charge on which a Chinese cook was sentenced to one month in the Mixed Court yesterday. The two witnesses against him stated that when they had moored their boat to the Kansuh Road jetty three days ago a crowd of young loafers came aboard and demanded "loading money" though there was no loading to be done. The boatmen refused but later each paid 50 cents to the accused, who appeared to be the leader of the gang. A second visit and further demand on Saturday led to a complaint and his arrest.

FIREMEN DRILL TODAY

The final drill in the Shanghai Fire Department monthly efficiency competition will be held this afternoon on Thibet Road near the Yih Ping Shang Hotel starting at 5:30 o'clock. Four teams of five men each will compete in a motor pump drill. There will be two teams from Central Division and one each from Hongkew and Sinza.

Children Cry for Fletcher's

CASTORIA

Fletcher's Castoria is particularly a preparation for Infants and Children made agreeable to the taste, acceptable to the stomach and pleasant in its action. It has been in use for over thirty years and has always been one of the most highly esteemed of all cathartic preparations. It has one great advantage over other preparations of its kind in that while it opens the organs readily and completely, it does not have a tendency to produce subsequent constipation so much to be dreaded.

It was only after years of research in the fields of herbs and roots for a combination of purely vegetable matter that would have all the virtues of Castor Oil, without its disagreeable, nauseating properties, especially when used for infants or children, that the formula used in Fletcher's Castoria was found, and which for over 30 years has proven its worth. Try it.

Save the Babies.

Infantry mortality is something frightful. We can hardly realise that of all the children born in civilised countries, twenty-two per cent., or nearly one quarter die before they reach one year, thirty-seven per cent., or more than one-third, before they are five, and one half before they are fifteen! We do not hesitate to say that a timely use of Castoria would save many of these precious lives. Neither do we hesitate to say that many of these infantile deaths are occasioned by the use of narcotic preparations. Drops, tinctures and soothing syrups sold for children's complaints contain more or less opium or morphine. They are, in considerable quantities, deadly poisons. In any quantity, they stupefy, retard circulation and lead to congestion, sickness, death. To avoid any possibility of giving your child opiates, or narcotics of any kind, keep Fletcher's Castoria in the house, and Save the Babies.

The Children's Comfort—The Mother's Friend.

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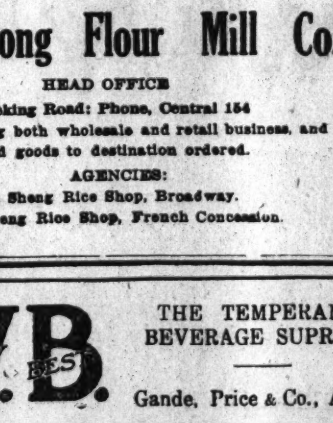

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It is fragrant and refreshing, it imparts to the skin a delightful sensation of coolness and velvety smoothness.

A light touch of POND'S VANISHING CREAM before applying powder gives the complexion an exquisite texture and a soft velvety bloom which cannot be obtained with powder alone. It is the ideal finishing touch.

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RUMORS AS TO NEW BORDER BANK DENIED

No Truth In Story About $50,000,000 Bond Issue, Says Statement

The following details concerning the new Border Industrial Bank, which is controlled by the Border Defense Commissioner Hsu Shucheng ("Little Hsu") for the Northwest, are furnished to us from The Bureau of Foreign Affairs. The Bank is capitalised at $10,000,000. According to the regulations, thirty percent of this has been pledged by the Commissioner himself while the balance of 70 percent will be subscribed by the public. Subscriptions are now being taken in order to have the institution properly organised at an early date.

Certain rumors, however, have it that the Commissioner proposes to issue bonds to the extent of $50,000,000, for the purpose of capitalising the bank. This is absolutuely unfounded. The subscription for the bank and the issuance of bonds are entirely two separate matters. The subscriptions are taken in accordance with the regulations of the proposed bank and will be utilised for no other purpose than to establish the bank, while the bond issue is merely a scheme to be carried out in the future in preparation for the promotion of border industrial enterprises.

Another report says that the bonds have already been sold to capitalists of a certain country and the proceeds are being used for administrative expenses. It must be understood that as these bonds are issued for the purpose of developing the borders, they cannot be sold to foreigners. Moreover, although, the scheme is approved, no Presidential Mandate has been promulgated to authorise the issuance. The rate at which the bonds are to be purchased is not yet decided, so foreigners have no way of buying them.

The erroneous reports need no refuting as they fall by their own absurdity. The regulations of the banks are as follows:

1.—The capital of the Border Industrial Bank shall be $10,000,000 and shall be, in accordance with Article 3 of the bank regulations divisible into 100,000 at $100 each.

2.—In accordance with Article 3 of the bank regulations, the Border Defense Commissioner will subscribe $3,000,000 that is 30 percent of the entire amount while the remaining $7,000,000 or 70 percent shall be raised among the merchants.

3.—As soon as the merchant shares are subscribed for, the first general meeting of the shareholders will be held and election of the President, Vice-President, Directors and Auditors will take place. Same shall be duly advertised in the newspapers.

4.—One fourth of the amount of the capital shall be collected, that is $2,500,000 or $25 for each share.

5.—The payment of shares in the Border Industrial Bank shall be made in local currency.

6.—Prospective shareholders may subscribe for the shares at the Bank of China, Bank of Communications, the Bank of Exchange, the Salt Industrial Bank and the Chin Chen Bank in Peking, Tientsin, Shanghai and Hankow, where receipts exchangeable for share scripts will be issued.

Cairo Authorities Expelling Agitators

Action Is Followed By Strike Of Compositors As Measure Of Protest

(*Reuter's Service*)

Cairo, September 25.—The authorities have decided to expel an ex-compositor named Pizzuto, an agitator who was largely responsible for the labor troubles, and also the Anglophobe pro-Bolshevist Count di Celatto, editor of the newspaper Roma. Compositors in Cairo have struck as a protest against the expulsion of Pizzuto.

America Is Retaining Former German Liners

(*Reuter's Service*)

Washington, September 27.—The United States Shipping Board announces that America is retaining a number of German liners including the Imperator which previously had been allotted to the British Ministry of Shipping and was to have been handed over to the Cunard Steamship Line.

Flight To Melbourne From Paris To Start

(*Reuter's Service*)

London, September 27.—The French aviator Poulet who is attempting a flight from Paris to Melbourne, leaves on October 1. He hopes to reach Karachi on October 9, Calcutta on October 11, Singapore on October 15, and Melbourne on October 26.

Liu Shih-hsun Named For Post In Paris

(*Reuter's Pacific Service*)

Peking, September 29.—The Chinese press reports that Liu Shih-hsun, former Minister to Brazil, will succeed Hu Wei-te in Paris.

TRADE RESTRICTIONS ANNOUNCED IN BRITAIN

Statement Is Issued By Board Of Trade Fixing Conditions On Imports And Exports

(*Reuter's Service*)

London, September 25.—The Board of Trade has issued a statement of the conditions under which trading will be permitted with former enemy states and some neutrals. Varying restrictions on certain listed exports from Great Britain will continue unless licenses are sought but imports may be freely made except where they are such as are prohibited from all foreign countries. Other commercial and financial transactions will be premitted without licenses provided that they do not involve:

(a) Payment of money arising from pre-war transactions.

(b) Property held in Great Britain for persons in Germany since pre-war days.

(c) Transfer of securities by or for persons in Germany.

(d) Transfer of any debt due to a person in Germany.

Traders are warned to make the best arrangements possible as regards financing transactions. Declarations of ultimate destination and disclosure of names of consignees are no longer required as regards exports from the United Kingdom.

McKean Is Appointed To Post With Fleet

(*American Press Wireless*)

Washington, September 25.—Rear Admiral Jodiah McKean will succeed Rear Admiral Coontz as commander of the sixth dreadnaught division of the Pacific Fleet, according to an official announcement from the Navy Department.

Prince Of Wales Is Going To Washington

(*Reuter's Service*)

Victoria, B. C., September 27.—It is officially announced that the Prince of Wales will leave Ottawa for Washington on October 10.

Clemenceau Makes Plea For Treaty

(Continued from Page 1)

the 18th century had increased her population by two to three hundred millions and that her language at the present moment was the most widely spoken in the world. Great Britain's plenipotentiaries considered they owed it to their people to speak their own language. "Could we refuse it," asked M. Clemenceau "apart from a spirit of generosity towards men who came to shed their blood for us"? M. Clemenceau concluded: "The Allied Governments have had our word and we will keep it and if there are responsibilities to take, I will take them."

Action On Baltic Question

Berlin, September 27.—It is semi-officially announced that a mixed German and entente Commission is proceeding to the Baltic Provinces shortly to settle the question of German evacuation. It is added that the German Government in order to enforce the execution of the Commission's decisions has ordered that any troops refusing to leave shall have their pay stopped and shall not receive supplies.

Foch To Make Demand

Paris, September 27.—The Supreme Council has decided to demand through Marshal Foch the evacuation of Lithuania by the Germans on penalty of stoppage of food supplies to Germany and suspension of the financial arrangements.

Paris, September 26.—The Supreme Council yesterday discussed possible means of coercing Germany with the object of securing the evacuation of the Baltic Provinces by von der Goltz's troops.

Conference Gets Address

London, September 27.—The London representatives of Esthonia, Lettland, Lithuania and the Ukraine have submitted a joint address to the Peace Conference insisting on early recognition of the independence of their respective countries and urging that the withholding of recognition creates uncertainty regarding the future.

Paris, September 25.—The Supreme Council has approved the report of the Spitzbergen Commission giving Norway political sovereignty over Spitzbergen.

The Council has also decided to grant the Portuguese Government's request to place under the sovereignty of Portugal the enclave of Kionga which will be separated from German East Africa.

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Stocks and Bonds	15,356,125.46
Real Estate, unincumbered	637,734.42
Loans on Real Estate	106,500.00
Loans on Collateral	200,000.00
Accumulated Interest and Rents	131,575.59
Reinsurance due on Paid Losses	91,466.42
TOTAL CASH ASSETS	G. $19,706,197.85

LIABILITIES.

Cash Capital	G. $ 3,000,000.00
Reserve for Outstanding Losses	1,083,744.99
Reserve for Reinsurance	7,601,014.04
Reserve for all other Claims and Liabilities	515,026.50
TOTAL LIABILITIES	G. $12,199,785.53
Net Surplus	G. $ 7,506,412.32
Surplus to Policy-Holders	G. $10,506,412.32

Total Losses Paid since Organisation of Company, G. $91,623,036.51

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Eight U.S. Postal Planes Carry 15,000 Letters Daily

Commercial Development Of Aviation Proved Feasible; Wonderful New Flying Inventions Described

(Note: The following interesting account of the development of Commercial aviation through the Air Mail service in the United States was made by Otto Praeger, Second Assistant Postmaster General, at the Sixth Annual Convention of the Dixie Overland Highway Association at Demopolis, Alabama, Friday, August 15:)

Good roads make for good transportation and good transportation makes for good mail service. That is why the air mail is the most wonderful transportation medium in the postal service. It is not hampered by bad roads. It sometimes gets bumpy up there where the postal aviators drive their mail through the air at 100 miles an hour, but it does not get so rough that the air mail doesn't come through.

A year and three months ago the regular aeroplane mail was launched with a little army training plane out of Washington and another out of New York, each carrying 200 pounds of letters.

Today eight Post Office Department mail planes cleave the air daily each carrying between 13,000 and 15,000 letters and traveling, rain, blow or shine, 1,900 miles each day.

It is astonishing how few people know—because they cannot realise it—that the Post Office Department is operating an aeroplane mail service daily, in all weather and all seasons between Washington and New York New York and Cleveland, and Cleveland and Chicago. By reason of this service the Post Office Department is delivering the midnight New England and New York mail to the people in Washington on the noon carrier deliveries instead of the deliveries of the following morning. On the northbound trip, we take the letter mail from the Seaboard Air Line and Atlantic Coast Line originating in the southeastern States, and are delivering it to the people in New York City in the afternoon instead of on the following morning.

An aeroplane with 13,000 letters flies out of New York City at 5 o'clock every morning for Cleveland and Chicago, arriving at Cleveland before 9:30 a.m. and at Chicago before 1:30 p.m., advancing the mail to the Middle West sixteen hours and to the Pacific Coast 24 hours. From Chicago and Cleveland eastbound there is a similar expedition of mail to New York City and New England.

Since the Air Mail has operated it has covered 272,628 miles and has carried a total of 11,845,980 letters and if Congress will give the money we will put the Air Mail next year from the Atlantic to the Pacific in 40 hours instead of 4 days, and from Boston to Havana in a little more than 24 hours instead of 60 hours or more by railway and boat.

This is a bright prospect but let us not deceive ourselves as to the practical possibilities of the Air Mail. The aeroplane service is not yet for every enterprising community that reaches out after it by offering landing fields and other inducements. The service, because the aeroplane up to this time has been developed for war instead of for commerce, is so costly that as yet it can be established only between the largest commercial and railway centers where it can expedite the largest amount of mail to the largest number of people. The day will come, but it is not yet, when the Air Mail will operate between every important city in the United States. That will be the day when the aeroplane either can light gently on any ground like a bird, instead of gliding out of the air at a speed of 50 miles an hour, or when it will be so well powered by multiple motors that it will not become necessary to make forced landings and, finally, when the Post Office Department succeeds in getting our manufacturers to build truly commercial planes that cannot crash to the earth in a tail spin.

Let us further clearly understand another thing: There can be no general extension of the Air Mail, nor a general development of commercial aviation unless Congress enacts legislation for the encouragement, development and national regulation of all flying, and makes carefully considered appropriations for the Army, the Navy and the Post Office Department.

With the meager appropriations at the disposal of the Post Office Department, enormous development in aviation has been made by the civilian organisation that operates the Air Mail. Not only do we carry the mail between Washington and New York in two and a half hours daily instead of five hours by train, and in nine hours between New York and Chicago by aeroplane instead of twenty-two hours by train, but the Post Office Department has made scientific and mechanical contributions to aviation and has operated such a dependable service that European and American authorities have unhesitatingly pronounced the operations of our Aerial Mail far ahead of anything in the whole realm of aviation.

When the Post Office Department inaugurated the Aerial Mail, a delegation of military men connected with flying operations, called upon me, accompanied by a Colonel of the British Air Force, to dissuade the Post Office Department from attempting to run a daily aeroplane mail schedule, on the ground that aeroplanes cannot be flown in rain or fog. But we operated the entire first year, scoring a performance of 92.73 per cent, despite weather and frailties of aeroplane construction. We are flying the mail daily across the Alleghany Mountains between New York and Cleveland, while the flying record of the Post Office Department between Cleveland and Chicago has never been equalled by aviators in any part of the world, whether military or civilian. The Air mail distance between Cleveland and Chicago is 325 miles. This distance is covered daily each way in a non-stop flight with approximately 14,000 letters each trip, or 28,000 letters, weighing 300 pounds, a day. This great run has been made daily since May 15 without a single failure and, what is more remarkable, without a single forced landing from motor trouble of any kind.

The trips on this route, as well as on the New York and Washington route, have been made when visibility was less than 200 feet. In March our postal plane carried the mail to New York through a 68 mile gale with snow that tied up the shipping in New York Harbor, and the very next day we again carried the air mail into New York through a gale of 80 miles an hour, which velocity was recorded officially by the Weather Bureau at the very moment that our mail plane was making its way over New York City. On the Cleveland Chicago run we scored 100 percent each way in a storm that tied up shipping at both Cleveland and Chicago and in the recent terrific storm in Ohio and Indiana, in which two million dollars worth of property was destroyed and eleven persons killed, we scored 100 percent on the air mail trip in each direction.

In the year and a quarter's operation of the Air Mail only two aviators lost their lives in carrying the mail. Turn back to the files of the newspapers and see if they do not show that on an average two military or civilian fliers have been killed each week since the armistice was signed. And yet there are some people who profess to believe that the Post Office Department cannot operate an aeroplane service.

Let me cite a few instances in which the Post Office Department has contributed directly to the advancement of aviation. We have demonstrated the possibility of maintaining a dependable daily schedule by aeroplane the year round despite the assurances of so-called authorities to the contrary. We have encouraged men with promising devices when no other branch of the government would lend them a helping hand.

Through the encouragement given an inventor by the Post Office Department an improved compass is now in general use by aviators. This compass is a significant departure from the early air plane compass which was hopelessly useless at times because of the great tendency of the compass card to set up a spinning motion. The first of the better type of compass was built specially for the air mail planes and was first used by the Post Office Department.

We encouraged an inventor, who got no assistance elsewhere, in the development of a self-cleaning spark plug and one which would not crack or fuse in a high compression Liberty motor. That type of plug was developed on the air mail field at Washington and tried out and perfected on our air mail planes. There are several makes of such plugs now on the market.

At the request of the Air Mail Service the Bureau of Standards started to work on a device to locate or spot accurately a landing field by sound at times of utter invisibility and that Bureau has invented and perfected a device that will enable an aviator blind-folded to locate unerringly the center of the field on which he is to land. This wonderful achievement of the Bureau of Standards has been accomplished on our air mail field and with the air mail planes.

It may be interesting to note that so close has been the co-operation between the Navy and the Air Mail Service that the most efficient and modern radio direction finder in existence today and used by the Navy in its trans-Atlantic flights was first installed in an air mail plane and tested out in the radio test plane of the Air Mail Service in Washington.

The gyroscopic turn indicator—a wonderful device for showing a pilot in fog or rain instantly whether his plane is turning right or left from its course or straight line of flight—was given a thorough service test on the air mail planes and is being improved in some essential respects as a result of our suggestion in co-operation.

The first cross country flights with a new alcohol fuel were made in the regular New York-Washington air mail runs.

The instances of direct and indirect contribution by the Air Mail to the development of aviation could be enumerated at still greater length, but I will cite only one more case. It is the story of the De Haviland-4 aeroplane, as manufactured in this country for our fighters in France. The construction of this plane was not suited to commercial work On a rough landing these machines continually wrecked, and a De Haviland turning turtle usually resulted in the breaking of the fuselage of the plane into kindling wood. The Post Office Department had a number of these planes rebuilt and so successfully strengthened that they may now turn turtle with the same impunity as any other strongly constructed aeroplane. In fact they turn turtle occasionally on the poor emergency landing places to be found in the daily flights across the Alleghanies and to date we have not had one complete wreck from that cause.

Another and most promising change which the Post Office Department has made in one of these rebuilt De Havilands has been the conversion of such a plane into a twin motor machine capable of carrying 600 pounds of letter mail. This experimental plane, temporarily equipped with two Hispano-Suiza 150 horse power motors, makes 102 miles an hour with both motors and 80 miles an hour with one motor. It has a landing speed of less than forty miles an hour. Two six cylinder 200 horse power motors of the Liberty type will be installed in this plane and there is every reason to believe that it will surpass in performance the single motor twelve cylinder Liberty planes of this type now operating between New York and Chicago.

Furthermore all of the planes in the Air Mail Service are being made safe against fire by completely isolating the engine and gasoline compartments by asbestos fire walls, each compartment protected by pressure fire extinguisher system, and the mail itself is being safe-guarded by non-inflamable canvas bags.

Head Of U.S. Steel Discusses Shantung

Judge Gary Expresses View At Dinner In New York For Baron Kordo

(American Press Wireless)

New York, September 25.—That it is expedient and necessary for Japan to state the time and her present plans for the future disposition of her Shantung interest at once is the expressed opinion of Judge Elbert H. Gary, head of the steel interests of America, given at a dinner held in honor of Baron Kordo of Japan.

Strike In Lorraine Of Ironworkers Over

(Reuter's Service)

Metz, September 26.—As the result of a mutually satisfactory agreement, the ironworkers' strike in Lorraine has been settled.

WHAT WOMAN NEEDS

above all things are Health and Happiness. These are the true Woman's Rights! Every woman is entitled to them. Dame Nature intended her daughters to be healthy in body and happy in mind. Any woman conscious of pain and trouble which she feels might be removed will be well advised to make careful enquiry as to the cause. If it is found—as indeed is frequently the case—that a disordered digestion is giving rise to ill-health and the consequent depression of spirits, medicine of the right sort will doubtless soon set matters right. But it must be of the right sort. Beecham's Pills are to be strongly recommended for woman's needs. They may be taken with perfect confidence for derangements of the digestive organs, including such unpleasant ailments as sick-headache, biliousness, flatulence, constipation and the lassitude and worries often incidental to her sex. Every woman may get nearer to Health and Happiness by using

BEECHAM'S PILLS

Prepared only by THOMAS BEECHAM, St. Helens, Lancashire

Sold everywhere in boxes, price 1/1½ (56 pills) & 2/9 (168 pills.)

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THE IDEAL METHOD.

The Electric Oven, being free from the fumes of combustion does not require to be ventilated, therefore food cooked in it retains its flavour, the natural gases from cooked meat are not carried away through flues but retained in the oven. A clear, uniform heat is maintained which has the effect of closing up the surface of meat or poultry, thus preventing loss by evaporation.

Electric cookers are hired out at Tls. 0.50 per month by the:—

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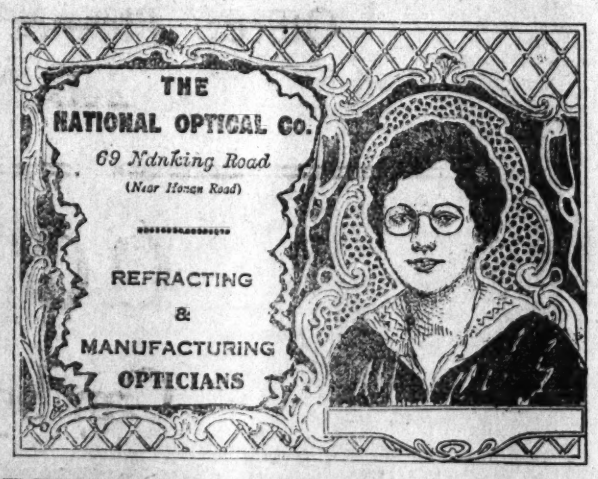

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WE beg to inform our friends that, owing to the growth of our business, on October 2nd, we shall open

A BRANCH STORE at C. 123 HONAN ROAD

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We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.

Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.

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INCREASED LUXURY TAXES CONSIDERED IN PEKING

Circular Telegram Is Issued To Provincial Authorities Asking Their Views

(From Our Own Correspondent)

Peking, September 26.—In order to increase the revenues of the country and obtain funds required for necessary military and other expenses the Board of Finance has recommended that a new tax be placed on luxuries other than wine, tobacco, tea and sugar, which already come under a special tax. It is proposed that this tax be imposed upon all dealers in luxuries and that it be divided into three classes, depending upon the nature of the goods. Dealers selling goods of Class I. are to pay a monthly tax of $40 in addition to the existing tax; goods under Class II are to be taxed $20; and goods under Class III $10.

A circular telegram has been sent out to the provincial authorities to sound their views on the subject of this Luxury Tax, and the matter will be referred to the Cabinet and later to Parliament after the replies from the provinces have been received. It is believed by the Board of Finance that the new tax will bring in from $40,000,000 to $50,000,000 a year if it is well administered.

PACKERS' RECORD TRADE

Business Called Biggest In Country Is Report

Chicago, August 23.—Reports of a survey by the Institute of American Meat Packers showing how the war affected the labor problem of the packers and declaring the packing industry now outranks every business in the country in the total value of its product was issued here today.

The leading packers paid a total of $61,351,905.77 for labor in 1918 compared with $18,489,037.24 in 1912, an increase in six years of $42,852,866.53. How the necessity for extraordinary production increased the number of employes in the industry is shown by the fact that sixteen packets in 1912 reported a total of 30,728 employes, while in 1918 the same companies reported 51,895 employes.

The average increase in the hourly wage rate between January 1, 1916, and January 1, 1919, was 132.9 percent. The actual average wage per annum in 1912 was $603.80, while in 1918 it increased to $1,163.44.

Sino-Swiss Treaty Ready To Be Signed

Chinese Charge At Tokio To Be Empowered To Complete New Agreement

(Reuter's Pacific Service)

Peking, September 26.—The new commercial treaty between China and Switzerland has been completed and will be signed by the representatives in Japan of the two countries concerned as soon as the requisite authority has been given to the Chinese Charge d'Affaires.

The treaty has been drawn up on lines similar to the Sino-Chile Treaty.

CHIN YUN-PENG CLASHES WITH HSU SHU-CHENG

Newly Named Acting Premier Said To Have Support Of Yangtsze Tuchuns

(Reuter's Pacific Service)

Peking, September 28.—Chinese circles speak of a contest of supremacy between Chin Yun-peng and Hsu Shu-cheng as the chief feature of Chinese politics today. Hsu Shu-tseng's position has been weakened tremendously by Chin Yun-peng's appointment as acting Premier, which the Yangtsze Tuchuns apparently are supporting, largely through animosity towards Hsu Shu-cheng. Foreign circles believe that the position is improving and express increased confidence in Tuan Chi-jui since his cleavage with Hsu Shu-cheng, who is considered Tuan's evil genius.

It is rarely that a change of Premiers is treated with such reserve by the Chinese press as that which has marked the appointment of General Chin Yun-peng. There has been practically no comment by any of the papers, either hostile or favorable. The Anfu Club organs are particularly silent.

CHINESE IS VICE-CONSUL

(Reuter's Pacific Service)

Peking, September 29.—Chang Wen-huan has been appointed Vice-Consul at Nikolsk.

NAMING OF NEW TUCHUNS IN NORTH BEING URGED

Chang Tso-lin Is Striving To Supplant Pao Kwei-cheng, It Is Reported

(Reuter's Pacific Service)

Peking, September 29.—It is reported that Chang Tso-lin is striving to secure the appointment of General Sun Lieh-chen as Tuchun of Kirin replacing Pao Kwei-cheng, and also the appointment of his brother Chang Tso-hsian as Tuchun of Heilungkiang.

These recommendations are said to have reached the Government. Chang Tso-lin's desire to remove Pao Kwei-ching whom he used as a stalking-horse to secure the downfall of Meng En-yuan is said to be due to the fact that Pao Kwei-ching is still inclined to support his old patron Tuan Chi-jui whereas Chang Tso-lin's pan-Manchurian program necessitates the undivided adherence of the Manchurian Tuchuns.

Passengers Arrived

Per C.N. s.s. Hsin Peking from Ningpo: Dr. H. Berg, Miss E. Lindholm, Messrs. R. Schillweg, Mifou.

Per C.M. s.s. Kwangtee from Hongkong: Mr. and Mrs. Wilbraham.

Per C.N. s.s. Sunning from Hongkong: Mr. and Mrs. Brodd and 2 children, Mrs. H. A. Atkinson and 2 children, Messrs. S. R. Hawthorne, J. A. Jameson.

Per C.M. s.s. Kiangfoo from River ports: Messrs. Peoples, J. B. Greffing.

Per N.Y.K. s.s. Atsuta Maru from Japan: Mr. and Mrs. Blam and 3 children, Miss Balgorodozka, Mr. and Mrs. B. Wilson, Mr. and Mrs. Diddell and child, Mrs. S. Lohen and child, Mr. and Mrs. Hayashi, Mr. and Mrs. Yamazaki and 3 children, Messrs. K. Ramsden, Sotoya, Saito, Segawa, Nakamura, Nishikawa, Nakao, Okaku, Yamazaki; through passengers for Hongkong: Mr. and Mrs. Seth and 2 children, Messrs. H. B. Richardson, H. N. Master, J. L. R. Fry; for Singapore: Messrs. E. Hemitt, G. N. Kamojard, F. M. Jones; for Colombo: Mr. and Mrs. R. N. Futehelly and 2 children; for Port Said: Mrs. R. Hsine and 2 children, Mrs. Z. Levi, Miss N. Z. Levi, Messrs. N. H. Pissanie, I. A. Levy; for Marseilles: Mr. N. de Maresceaic; for London: Mr. and Mrs. F. Ward and 3 children, Mr. Samsonovitch, Mrs. H. Brands.

Per N.Y.K. s.s. Katori Maru from Seattle and ports: Miss L. L. Burr, Mr. and Mrs. R. Kennard, Mr. and Mrs. E. Gledt, Mrs. G. and Miss M. Thomas, Mrs. Poate, Mstr. E. and Miss K. Poate, Mrs. M. Wright, Mrs. F. Bjelke, Miss Bjelke, Mrs. A. M. and Miss E. J. Woods, Miss M. Clark, Mrs. M. Gillivay, Mrs. S. Venner, Mrs. S. S. Jekins, Mrs. E. Christie, Mrs. E. Hammons, Mrs. T. and Mstr. E. Takemura and infant, Misses E. D. Daulton, Nagamine, T. Nagamine, A. Law, C. Buell, E. M. Boyton, N. Ibukiyama, Mstrs. Nagamine, Mrs. Iwamura, Mr. and Mrs. P. V. and Mstr. P. and Miss Hellwell, Mrs. H. Williams, Messrs. J. Glover, J. Brenneman, J. Wright, J. Bjelke, J. Taylor, D. Gillivay, J. P. Ramstrup, M. Wilson, Nagamine, S. Mori, S. Iwamura, W. J. Regan, M. M. Sherower, J. H. Milliken, H. Thomas, H. Anderson, F. Pots, F. Williams, C. Rexfors, S. Mizuno, T. Nakashima, R. Ishizaki, S. Ogura, K. Wada, S. Tachibana, A. Haas; through passengers for Hongkong: Mr. and Mrs. H. S. Rouse, Mr. and Mrs. T. M. Gregory, Mrs. J. E. Davidson, Capt. J. A. Arfsten, Messrs. R. McCort, G. Merino, R. A. Almerio; for Manila: Mr. J. Delaney, Mrs. O. Delaney, Mstrs. E. Delaney, D. and E. Delaney, Misses F. and M. Delaney.

Per I.-C. s.s. Tuckwo from Hankow: Mrs. C. E. Pearson, Messrs. P. E. Monsfield, Molchanoff, Molchanoff Jr., J. H. Wichers; from Kiukiang: Mr. and Mrs. M. F. Mosees, Miss Pernid, Mr. and Mrs. J. S. de Oliveria and 2 children, Mme. de Rossi, Mrs. de Goarnel and the Misses de Goarbel.

Passengers Departed

Per N.Y.K. s.s. Katori Maru for Hongkong: Misses L. Figueiredo, Remedios, M. Costa, L. Costa, Soares, G. and B. Bishop, Master Soares, Messrs. Nagashima, Asayama, Hang Tsze-yee, E. L. Arnold, Mr. and Mrs. E. J. Noronha, Mr. and Mrs. E. J. Figueiredo, Mrs. Lawrence and child, Mr. and Mrs. A. M. Soares.

Per N.Y.K. s.s. Atsuta Maru for London: Mrs. H. C. Pullen and child, Mr. and Mrs. E. W. Mead and child, Misses Maida, Morton, Smith, A. Gutierez, Mrs. F. B. Gange, 2 children and infant, Mrs. G. Wilson, Mr. and Mrs. R. A. Olsen and 3 children, Messrs. F. J. Gayes and 2 children, K. Kojima, B. S. Rones, Harris, Rt.

Per M.M. s.s. Porthos for Marseilles: Mr. and Mrs. J. Gaillard, Miss Gaillard, Mr. Gaillard, Mrs. G. Lounevig, Mrs. and Miss Alexandroff, Mrs. P. O. Trithard, Mr. and Mrs. J. Collard and child, Mr. and Mrs. J. Mercurin, Miss Saussucq, Mr. and Mrs. C. E. Homberg and children, Mr. and Mrs. Seminoux, Mrs. O. Bouchet, Misses J. Burguiard, E. Chaumeil, Messrs. A. Jacquet, D'Hormon, P. Basset, H. Schumautz, P. Dessirier, L. H. Raison, Feurstein, H. Risser, J. M. Saussine, P. Ferrer, G. Dorey, D. Paoli, C. Chabran, L. Levret, J. Tissier, A. Duchan, P. E. Vanhaeke, F. Pouvier, Barberot, E. Clavel, J. Boucain, R. Marchal, J. Brochet, J. Mesquem, Mauvin, M. Archambault, Jean, Preene, Bouttier, Leroy, R. Joly, R. Chaillot, M. Delequaise, R. Bouchet, J. Hew, G. Boudran, R. Dekegne, G. Aim, J. Lacaze, H. Ponnau, C. Neveu, A. Lariviere, R. Doche, L. Moreau, N. Knorpp; for Port Said: Mr. G. Galkine; for Colombo: Mr. and Mrs. Seamonds and child, Mr. R. da Cosa; for Singapore: Messrs. Adolphe Adler, Brooks, Josef Maly, H. L. Lee, T. K. Lee, T. S. Harold Hsi, Tjao Yoe-tek, Kwee Tok-kiam, Cheng Ching-ang, Li Himliam; for Saigon: Misses M. Toulon, A. Marguleoff, A. Yamanaka, L. Cliquet, B. Cliquet, M. and E. Cliquet, Mrs. F. Toulon, Mrs. Nguyen Shivinh, Messrs. J. R. Harvey, Chau Huyu, Ta Tranh-trang, E. Delfini, G. Cliquet, R. Cliquet, A. Perron, Nguyen ven Hanh; for Haiphong: Mr. and Mrs. Woo Tse-yu, Messrs. Zao Mei-tsa, Kiang Ze-wah, W. D. Kadr, M. Weil, A. Monu, A. Bachimont, J. R. Gregory, A. Kalos, J. Durand, P. Vial;; for Hongkong: Mr. and Mrs. W. K. Ho, Mr. and Mrs. T. N. Liang, Mrs. N. L. Liang, Mrs. Y. T. Liang, Mrs. W. C. Liang and children, Mrs. E. Mulder, Mrs. E. Morrison, Mr. and Mrs. Yu Nang-ho, Dr. and Mrs. T. E. Lee, Mrs. G. A. van Gotland, Mrs. F. A. Leitao, Mrs. Zung, Mr. and Mrs. C. C. Fat and 4 children, Miss A. Logan, Messrs. Liu Ya-shew, Lee Pah-yu, Tah Chi, M. H. Lo, V. C. Zang, R. J. Nodgaar, W. J. Cassady, Wang Li-tsa, J. S. Gubbag, Bia Sungzi, Loh Chang-long, Fong, Yee, C. C. Shun, Kong Wang-see.

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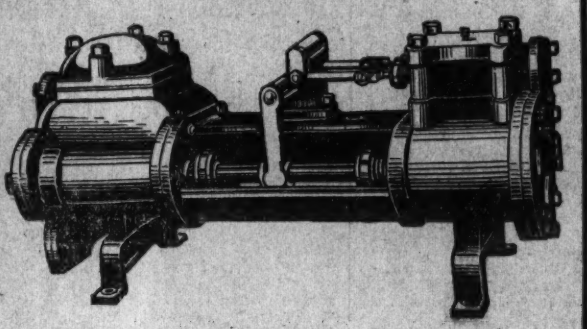

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THURSDAY,	**,,**	**2**
FRIDAY,	**,,**	**3**
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MONDAY,	**,,**	**6**

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Business and Official Notices

(Second Section)

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大陸報

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SHANGHAI, TUESDAY, SEPTEMBER 30, 1919

Shanghai Race Club

NOTICE

The Stewards invite tenders from Building Contractors of experience and good repute for the construction of New Stabling, Outhouses and Boundary Wall on the Club's property, Mohawk Road (South End).

Plans and Specifications may be obtained from the Architects, Messrs. Davies & Brooke, M.S.A., A.R.I.B.A., 10 The Bund, or the undersigned.

Each application for Plans and Specifications must be accompanied by a deposit of $50 which will be refunded on return of plans, etc., within ONE WEEK from date of issue, or on receipt of a bona fide tender. Plans and Specifications must be returned with tenders.

All tenders must be made on the form provided with the specifications and be forwarded to the Stewards, Shanghai Race Club, before NOON on MONDAY, 13th OCTOBER, 1919.

Covers containing tenders must be clearly marked "TENDER—SHANGHAI RACE CLUB, NEW STABLING" and be sealed by tenderers.

The Stewards of the Shanghai Race Club do not bind themselves to accept the lowest or any tender.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.
25593

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SEWING MACHINE NEEDLES,
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LOST

Two Bank Orders, issued by the Lai Kiu Dah Bank, (老久大莊) Nos. 10383 and 10384, for Taels 2,000 and Taels 1,873.50 respectively, both due on 9th day of 8th moon, have been lost.

The above Orders have been declared null and void at the Bank concerned, and the public are hereby requested against negotiating them.

Similar notice is appearing in the Foreign and Chinese newspapers.

WONG DIEN-WAH,
陳棟記內黃殿華啟
No. 6, Kwang Fou Lee,
Szechuen Road, Shanghai.
Shanghai, September 29, 1919.

Chinese Post Office

Notification No. 427

Daylight Saving—Resumption of Zone Time

With reference to Notification No. 394, the Chinese Post Office will put back its clock by one hour from midnight on Tuesday, 30th September, 1919.

F. L. SMITH,
for Postal Commissioner.
Chinese Post Office,
Shanghai, 27th September, 1919.
25596

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Union Club of China

OPENING CEREMONY.

The opening ceremony will take place on Thursday, 2nd October, 1919, at NOON, in the Club premises, Chartered Bank Buildings, 18, The Bund.

By Order of the Committee,
L. BLISS,
Secretary, Union Club of China.
25569

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STEAMER FOR SALE

The date for receiving offers for sale of cargo steamer of 837 tons net register is extended to the 30th September inclusive.

TEESDALE & GODFREY,
Solicitors for the Mortgagees.
22nd September, 1919.
25511

Conseil d'Administration Municipale de la Concession Francaise de Changhai

Monsieur P. LEGENDRE, Secretaire p. i., est nomme Secretaire du Conseil d'Administration Municipale de la Concession Francaise, a compter du 1. Octobre 1919.

Le Consul de France,
President du Conseil,
A. WILDEN.

French Municpal Council

Mr. P. LEGENDRE, Acting Secretary, is appointed Secretary to the French Municipal Council, from the 1st October, 1919.

A. WILDEN,
Consul de France,
President du Conseil.
25566

S.H.N.R.

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Friday, Saturday, and Sunday, Ocotober 10, 11 and 12, 1919

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Railway Enclosure at Haining on banks of Tsien Tang River.

Reasonable Charge of Fares, $6.00; Meals, $3.50

EXCURSION TICKETS ONLY AVAILABLE ON THE DATE SPECIFIED IN THE TICKET.

Tickets will be on sale at Shanghai North Station Booking Office (only) on and after the 1st October.

HANGCHOW BORE

TRAIN AND BOAT SERVICES.

OUTWARD:

Limited Express Excursion Train.

		10th	11th	12th	
Shanghai North	dep.	5.45	6.10	6.35	a.m.
Jessfield	arr.	6.00	6.25	6.50	„
Siccawei	„	6.06	6.31	6.56	„
Hsiachiao	„	8.40	9.05	9.30	„

NATIVE BOATS:

Walk from Station to Boats is short and may be done in 3 minutes.
Walk from Boats to Railway Enclocure may also be done in 3 min.
This route is a great improvement over last year's.

RETURN.—Boat 2 hours.

Limited Express Excursion Train.

		10th	11th	12th	
Hsiachiao	dep.	4.35	5.35	6.35	p.m.
Siccawei	arr.	7.19	8.22	9.19	„
Jessfield	„	7.26	8.29	9.25	„
Shanghai North	„	7.45	8.45	9.40	„

TRAFFIC MANAGER,
SHANGHAI HANGCHOW NINGPO RAILWAY.

Municipal Notification

No. 2647.

7 PER CENT. LOAN, 1919.

Price of Issue until further notice 95 per cent.

UNDER the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent. Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent. per annum payable on June 30 and December 31 in each year.

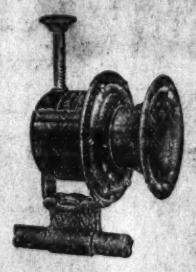
They will be issued at 95 per cent. until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants, but no allotment for a less amount than Tls. 500 nominal will be made except to depositors in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
E. S. B. ROWE,
Assistant Secretary.
Council Room,
Shanghai, August 28, 1919.
25168

Amusement Advertising will be found on Page 16



EVERY MOTOR-CYCLIST should have the protection of a *STEWART* Hand Operated WARNING SIGNAL

A clear, sharp, warning blast, which will penetrate all other noises—AND WARN BUT NOT FRIGHTEN.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

O.V.B. OREGONS VERY BEST
LOGANBERRY JUICE
Serve it for Luncheon, Dinner or Dance
Gande, Price Co., Agents

S.S. "BESSIE DOLLAR"

The Steamer Bessie Dollar is now discharging cargo at the Robert Dollar Company's Pai Lien Ching Wharf. Consignees are requested to send in their bill-of-lading for counter-signature and take delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the Steamer's discharge or they will not be recognized. All risks at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the wharf on October 3rd, 10.30 a.m.

The Robert Dollar Company

Producer and Dealer

in

Antimony Regulus, Tungsten, Bismuth, Mica, and other metals and minerals.

Yui Hwa Mineral Supply Co.
P. 3 Nanking Road, Shanghai.
25416

OFFICES, ETC., TO LET

OFFICES to let, three large rooms and two small rooms, at the corner of Nanking and Szechuen Roads, from October 1st, 1919. Raven Trust Co., Ltd.

OFFICES to let, four very large rooms, 6 Foochow Road, second floor. Apply to J. T. Hammond, 51 Szechuen Road.
25380

MATRIMONY

RESPONSIBLE young American, age twenty-five, holding good position, desires to meet young lady with view to matrimony. Replies confidential. Address to Box 19, THE CHINA PRESS.
25537 S.30

Business and Official Notices are Continued on Page 11

APARTMENTS

Connaught House
8 Quinsan Gardens.
Board—Residence.
Apply Mrs. G. Pollock.

TO LET

From September 5th, one large bedroom. Apply to Mrs. Weinstock, 15 Quinsan Gardens, Tel. North 482.

TO LET, with board, large comfortable newly furnished rooms, with private bathrooms attached. All modern comforts, telephone, garage and stabling. Apply to Box 22, THE CHINA PRESS.

TO LET, very large south room with board, suitable for man and wife or two bachelors. Phone and lift. 103 Szechuen Road, third floor.
25588 O.2

A COMFORTABLE home is offered on very reasonable terms in a private house, Western district; two large well-furnished rooms, sitting and bedroom adjoining, with board. Apply to Box 45, THE CHINA PRESS.
25598 S.30

TO LET, one small bedroom, with board, in British home. Use of telephone. Wayside district. Terms moderate. Apply to Box 34, THE CHINA PRESS.
25558 S.30

HOUSES TO LET

TO LET from end of September, attractively furnished, detached house in French concession. Moderate rental. Apply to Box 37, THE CHINA PRESS.
25562

TO LET, No. 491 Avenue Joffre. Excellent eight-roomed residence. Tennis, garage. Apply premises or to J. T. Hammond, No. 51 Szechuen Road.
25540

TO LET, No. 11 Tifeng Road, at Jessfield Road, S[illegible] Residence, garage, stabling and tennis. Apply J. T. Hammond, No. 51 Szechuen Road.
25176

SITUATION VACANT

WANTED by established firm first-class man with general knowledge of exports for Hankow office. Good prospects. Apply to Box 46, THE CHINA PRESS.
25604 O.2

WANTED, experienced compradore familiar with exports to and imports from America. Must be well recommended and able to furnish guarantee. Advertisers especially interested in export of hides, skins, furs and seeds, and imports of steel, chemicals, dyes and paper. State full particulars in first letter. Address to Box 41, THE CHINA PRESS.
25584 O.5

WANTED, experienced hotel clerk, foreigner, in first-class hotel. Good prospects and permanent position. Apply to Box 39, THE CHINA PRESS.
25571 O.4

WANTED, by exporting and importing firm, Eurasian female stenographer, with knowledge of bookkeeping. A1 references required. Reply stating salary, to Box 12, THE CHINA PRESS.
25527 S.30

WANTED, an experienced man capable of taking charge of Import Department. State previous experience and give reference. Apply to Box 500, THE CHINA PRESS.
S.30

EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers (foreigners only). If you are looking for a position, or a better position, send us your name and address. No charges in connection. If you want practice we have fitted up an office with machines for you to practice on at a small monthly charge. The Office Appliance Co., 22 Nanking Road.
25274

MISCELLANEOUS

WESTERN DISTRICT, to let, stable for riding pony, good mafoo in charge. Rent $5 monthly. Apply to Box 42, THE CHINA PRESS.
25594

WILL the person who took Burberry raincoat from Astor House Saturday night please return same and receive his own in exchange.
25599

TYPING: Expert steno-typist undertakes work on own machine. Moderate charges. Apply to Box 36, THE CHINA PRESS.
25561

SITUATION WANTED

EXPERIENCED bookkeeper, with sound knowledge of shipping, insurance, import and export, seeks position. A. 1. references. Apply to Box 482, THE CHINA PRESS.
25560 O.4

AN American, married, 32 years old, five years experience in the East, at present employed, well acquainted with import business and some knowledge export business, has covered China, Manchuria and Eastern Siberia as representative, large American house, has also acted as branch manager, is desirous of change from Shanghai for health reasons. Would like to be stationed at Tientsin. Apply to Box 21, THE CHINA PRESS.
25538 S.30

EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers. We assist firms in filling vacancies for such positions. No charges in connection. Send particulars to The Office Appliance Co., 22 Nanking Road.
25274

EXTRA work as trahslator, secretary, accountant, compradore or general office assistant wanted after bank hours by a capable Chinese, who is willing to provide $20,000 securities. Apply to Box 470, THE CHINA PRESS.
25421 O.12

GODOWNS WANTED

GODOWN WANTED: At once by large American firm, good sized godown, in central or Broadway district. Apply to Box 468, THE CHINA PRESS.
25413

APARTMENTS WANTED

WANTED, two bedrooms, with bath, or a small flat, furnished, in central or western locality, with or without board. Best references furnished. Please apply to Box 1, THE CHINA PRESS.
25505 O.1

EDUCATIONAL

WANTED, English teacher. Must speak Russian. Apply to Box 31, THE CHINA PRESS.
25557

RUSSIAN lessons given. New and easy method. Apply to Box 44, THE CHINA PRESS.
25595 O.2

HOUSES WANTED

WANTED to take over lease of unfurnished 7-8 roomed house, must be in central district. Apply to Box 32, THE CHINA PRESS.
25554 O.1

IMMEDIATE OCCUPATION: Fully-furnished eight-roomed house with all modern conveniences. Western district. Large garden, tennis court, with ample garage and stabling accommodation. State terms to Box 8, THE CHINA PRESS.
25521

Exchange and Mart

FOR SALE, semi-grand piano, excellent tone. Owner leaving Shanghai. Tls. 475. Apply to Box 43, THE CHINA PRESS.
25594

FOR SALE, cheap, 1½ mow land on Ward Road. N.C. Lot No. 8. Apply to No. 10 Haskell Road.
25492 S.30

FOR SALE, Dodge car (5-seater), in excellent condition. Recently painted. Owner leaving for America. Can be seen by apopintment. Reply American Post Office, Box 753.
25563 O.2

FOR SALE, five-passenger Hupmobile, practically new, excellent condition. Extra equipment. Owner leaving for America. Will sacrifice for quick cash sale. J. A. Williams, Astor House.
25547 O.1

WANTED, full grown, well-trained hunting dog with field experience. Send particulars, including breed, age, training and price, to Box 25, THE CHINA PRESS.
25552 O.3

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ilollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Acting-Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 45,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

E. E. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG

Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. Sraas.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Hollo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully paid)	35,000,000
Reserve Fund	26,960,000
	Kuping Tls.
Capital Contributed by Chinese Government ..	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Soćiete Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hankow	Nicolayewsk
Chanchun (Kwan-chendze)	Harbin	O/Amur
	Harbin	Peking
	Pristan	Yokohama
Chefoo	Hongkong	Tientsin
Dairen	Mancheuli	Shanghai
Hailar	Newchwang	Vladivostock

Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 291,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
C. C. YANG, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Gencrale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

行 銀 孚 中
Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.

Head Office: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund ..... $ 20,000

Managing Director:
T. CLARENCE SUN
Deputy Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	Tsinkiangpu	Osaka
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
—S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
E. D. ZAU, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .U.S. $2,563,060.00

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
222 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid)	H.$2,000,000.00
Reserve Fund	H.$ 400,000.00
Investment reserve fund	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

	Yen
Capital Fully paid-up..	48,000,000
Reserve Fund	28,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	S. Francisco
Bombay	London	Seattle
Buenos Ayres	Lyons	Shanghai
Calcutta	Manila	Shimonoseki
Changchun	Mukden	Singapore
Dalny	Nagasaki	Sourabaya
Hankow	Newchwang	Sydney
Harbin	New York	Tientsin
Hongkong	Osaka	Tokio
Honolulu	Peking	Tsinanfu
Kaiyuen	Rangoon	Tsingtau
Kobe	Rio de Janeiro	Vladivostock

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

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Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The
Chekiang Industrial Bank, Ltd.

Established 1908.

Capital $1,000,000
Reserve Fund $50,000

Head Office, Branches and Agencies.
Hangchow, Shanghai, Haimon, Lanchi.
Agencies at the principal Cities throughout China.
Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.
Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.
Every description of Banking and Exchange Business transacted.
Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterlings, Gold Dollars and Yen according to arrangements.
Credits granted on approved securities.
Safe Deposit Boxes for rent on application.
SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.
Interest allowed on Savings Fixed Deposits according to arrangements.
Cheque-books or Savings Pass-books at Depositor's disposal.
LI MING, *Manager.*
CHEN SIN TSENG, *Sub-manager.*
ZAI MOH ZUNG, *Sub-manager.*

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager
26 The Bund.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT

Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Banque Industrielle de Chine

Capital ..... Francs 75,000,000
one-third of the Capital, i. e., Frs. 25,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunnanfou

BANKERS:
France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
New-York: Redmond & Co.
Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,923.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.
Shanghai, 15th February, 1919.

Banking Service with AMERICA.—direct and personal

EXPORTERS or importers now engaged in, or thinking of, trade with America would do well to consider not only the special nature of our facilities, but also the personal interest we take in every one of our customers' transactions.

First of all, we offer *direct* banking service—without intermediary dealings, or unnecessary delays.

Equally important is our *personal* service. Every transaction is followed through, both here and in America, by our own representatives with a personal interest, the value of which is evident in the service rendered.

May we talk with you about America?

Central Office in the Far East:
Shanghai
Corner Kiukiang and Kiangse Roads
Other branches in
Canton—Changsha—Hankow—Hongkong—Manila—Peking—Tientsin

Asia Banking Corporation

New York
CAPITAL U.S. $4,000,000 SURPLUS U.S. $1,100,000

STOCKHOLDING BANKS
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
Continental & Commercial National Bank, Chicago, Ill.
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings & Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

PARK-UNION
FOREIGN BANKING CORPORATION

HEAD OFFICE: 56 Wall Street, New York
Fully Paid Capital and Surplus $2,250,000

Owned and controlled by

The National Park Bank New York — Union Bank of Canada

We beg to announce the opening of a Branch in Shanghai in temporary quarters at

No. 1 KIUKIANG ROAD
on
Wednesday, October 1st

BRANCHES
SAN FRANCISCO — SEATTLE
PARIS — YOKOHAMA

DIRECTORS

Richard Delafield	H. B. Shaw
Stuyvesant Fish	R. O. McCulloch
Gilbert G. Thorne	Stanley E. Elkin
Cornelius Vanderbilt	Stephen Haas
R. H. Williams	F. E. Kenaston
E. C. Hoyt	W. J. Dawson
A. P. Villa	F. L. Appleby
Sir Wm. Price	T. Fred Aspden

Charles A. Holder

Exchange and Bullion

Shanghai, September 29, 1919.

Money And Bullion

Sovereigns: buying rate,
@ 6/2=Tls. 3.2432
@ exch. 74=Mex. $4.3827
Gold Dollars: Bank buying rate,
@ 130¾=Tls. 76.48
@ exch. 74=Mex. $103.35
Mex. Dollars: Market Rate: 73.8375
S'hai Gold Bars. 978 touch Tls. 183
Copper Cash ...per tael 184.200
Native Interest ..... Tls. 32

Latest London Quotations

Bar Silver ..... 62⅝d.
Bank Rate of Discount 5%
Ex., Paris on London ..Fr. 33.52
Ex., New York on London T.T.
G. $4.24¾

Exchange Closing Quotations

London ..... T.T. 6/2
London ..... Demand 6/2¼
India ..... Nom. T.T. 293
Paris ..... T.T. 1110
Paris ..... Demand 1113
New York ..... T.T. 130½
New York ..... Demand 130¾
Hongkong ..... T.T. 66½
Japan ..... T.T. 39⅜
Batavia ..... T.T. 330
Singapore ..... T.T. 38¼

Banks Buying Rates

London ..... Demand 6/3
London Nom. 4 m/s. Cdts. 6/5
London Nom. 4 m/s. Docy. 6/5¼
London Nom. 6 m/s. Cdts. 6/5¾
London Nom. 6 m/s. Docy. 6/6
Paris ..... Nom. 4 m/s. 1220
New York .... o/d. Docy. 132
New York ... 4 m/s. 130¾

ROUBLES EXCHANGE

Today's Bank Buying Rate
For Roubles

Roubles 7,100 .....=Tls. 100
Roubles 100 .....=Mex. $1.75

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls.	3.07	@	5/10¼	£1
,,	1	@	936 Francs	10.43
,,	0.73	@	123¼ Gold	$1
,,	1	@	40¾ Yen	2.73
,,	1	@	15 Rupees	4.89
,,	1	@	1.50 Mex.	$1.50
,,	1	@	— Roubles	—

Stock Exchange
Transactions

Shanghai, September 29, 1919.

Official

Anglo Javas Tls. 9.50
Shanghai Tugs (Pref) Tls. 37.00
Y'poo Cotton Tls. 19.00 Dec.
Kungyik Cotton Tls. 33.00
Langkats Tls. 23.00 Dec. C.N.I.
Shanghai and Hongkew Wharf Tls. 126.00
Tls. 128.00 December

Unofficial

Far Eastern Insurance Tls. 22.00
Y'poo Cotton Tls. 19.00 Dec. Tls. 17.50 cash
S. and H. Wharf Tls. 120.00 Cash Tls. 127.00 December
Kungyik Cotton Tls. 32.00
Shanghai Docks Tls. 120.00
New Eng; Tls. 31.50 December
Senawangs Tls. 8.00
S.M.C. 7% Debs. 1917 Tls. 94.00
S.M.C. 6% Debs. 1902 Tls. 91.00
Hall and Holtz $ 12.75
Yangtsze Insurance $ 265.00

Sharebrokers' Association
Transactions

Shanghai, September 29, 1919.

Unofficial

Hall & Holtz Tls. 12.73 cash
Kungyiks Tls. 32.00 cash

LIVING COST GOING HIGHER, FARMERS WARN

Congress Told That Unless Capital And Labor Cease Profiteering Grave Conditons Will Result

Washington, August 16.—Until "capitalistic monopoly" and organised labor "cease profiteering in goods and wages," the next cycle of the seasons will effect a condition of living now undreamed of, the Senate and House Agriculture Committees were told today by J. R. Howard, president of the Iowa Farm Bureau Federation.

Mr. Howard appeard as spokesman for the committee recently appointed at a conference of farmers from Iowa, Nebraska, Indiana, Ohio and Illionis. Denying that the farmers were responsible for present conditions, Mr. Howard said:

"The high cost of living is not due to desire or effort on the part of the farmers to produce to the limit of their physical ability.

"The farmer has not struck, walked out or otherwise slackened in production. He has increased his effort, extended his operations to the limit of physical ability and financial credit, and striven to feed the world, believing the world would fairly and gladly recompense him.

"Instead he finds those who, in their eagerness to find an answer where there is none, and to shun the real facts of the situation, point to him with scorn and malevolence, saying "Thou art the culprit."

Capital And Labor Blamed.

"The high cost of living is due to a stagnation in production of manufactured goods and prepared foodstuffs. Every labor strike that shuts down any plant engaged in the preparation of foods or the making of clothing that shuts down a mine or a mill adds to the high cost of living.

"If capitalistic monopoly wants enough food produced that it may be feasted, if organised labor wants food produced that it may be fed, if the do-nothing dawdlers want enough food produced so that they may occasionally eat, let them stand forth now at this time, when the farmer must determine his 1920 food production program and declare by deeds—cutting out of profiteering in goods and wages, going honestly to the business of preparing and purveying the necessities of life, going honestly to the job of doing a full day's work for a full day's pay—their willingness to co-operate. Failure of these forces to do this now will be a boomerang that ere the next cycle of the seasons will effect a condition of living now undreamed of."

Mr. Howard said the high cost of living was due to "extravagant profits of middlemen"; failure of the American people to "practise even ordinary economy in public and private life," and industrial strikers. Exportation of food and clothing, he said, was no more a contributing cause than the heavy exports of manufactured goods and machinery, of which the farmer is a heavy purchaser. He added:

Danger in Embargo.

"An embargo on foodstuffs to bring down the high cost of living will be as demoralising to American agriculture as the embargo placed on foodstuffs was to French agriculture in the time of Louis XIV."

Mr. Howard also deplored the veto of the act to repeal the daylight saving law, and said the President's statement in his veto message, in effect placing agricultural production second in importance to industrial production, would discourage many farmers, and probably result in decreased production on the farms.

G. A. Turner, president of the California Bean Growers' Association, told the committee that California growers had suffered heavy losses through the Government's failure to purchase beans from them during the war. The Belgian Relief and the American army bought Oriental beans, while American grown beans remained unsold, he said, and as a consequence production in California this year will be about half of normal.

Replying to members of the Committee, Mr. Howard said the Food Administration last February conducted an extensive secret investigation into the conduct of certain members of its bean purchasing department. The investigation was conducted at the Food Administration's New York office, at No. 43 Broadway, Mr. Turner said, and the testimony has been kept secret at the suggestion of Food Administration officials.

Palmer Has Testimony.

Is the matter in the hands of the Departmet of Justice?" asked Senator Kenyon, Republican, Iowa.

"I believe it is," the witness replied.

The inquiry was instituted at the request of Michigan bean jobbers, Mr. Turner said, and involved "grave questions as to their regularity of the personnel of the bean purchasing department."

Mr. Turner told the committee the Administration had bought the Oriental beans before his association knew the Government wanted to enter the bean market, adding the reason given was that interests for which the Administration was buying specified Oriental beans.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
Aug.	10	— River ports	Ralph Moller	Br.	M. & Co.
Aug.	10	— Tsingtau	Yei Maru	Jap.	M.S.K.
Aug.	17	—	Taiten Maru	Jap.	
Aug.	26	—	Shinon	Chi.	S.P.S.N. Co.
Aug.	29	— Japan	Chinpu	Am.	
Sep.	9	— Japan	Hanamet	Jap.	S. Shokai
Sep.	10	— Cruise	Fuyo Maru	Dan.	G. N. T. Co.
Sep.	11	— Tientsin	Pacific	Chi.	C.M.S.N. Co.
Sep.	12	— River ports	Hsintah	Chi.	C.M.S.N. Co.
Sep.	13	— Chinwangtao	Kweilee	Chi.	T.Y.S.S. Co.
Sep.	17	— Swatow	Shunchong	Br.	B. & S.
Sep.	17	—	Shansi	Fr.	M.M. Cie
Sep.	18	— Hongkong	Batavia	Chi.	S.P.S.N. Co.
Sep.	20	— Japan	Wanli	Jap.	O. S. K.
Sep.	20	— Chinwangtao	Seattle Maru	Br.	Ch. R. Shaw
Sep.	21	— Manila	Rotorua	Am.	P.M.S.S. Co.
Sep.	21	— Japan	West Vaca	Jan.	S. Shokai
Sep.	22	— Foochow	Senzan Maru	Chi.	W. & C
Sep.	24	— Hongkong	Hunglee	Br.	B. & S.
Sep.	24	— Liverpool	Yueyingwa	Br.	R. D. & Co.
Sep.	24	— Vancouver	Yangtsze	Chi.	Customs
Sep.	25	— Cruise	Bessie Dollar	Dan.	G.N.T. Co.
Sep.	26	— Cruise	Pingching	Br.	A.P. Co.
Sep.	26	— Newchwang	Store Nordiske	Br.	B. & S.
Sep.	26	— Tientsin, ports	J. B. A. Kessler	Br.	
Sep.	26	—	Tungchow	Br.	
Sep.	26	—	Minerie	Chi.	
Sep.	27	— Japan	Chinhsing	Jap.	N. Y. K.
Sep.	27	— Hongkong	Yamashiro M.	Br.	B. & S.
Sep.	27	— Foochow	Shantung	Chi.	C.M.S.N. Co.
Sep.	27	— Foochow	Haean	Chi.	N.S.S.N. Co.
Sep.	27	— River ports	Yungshin	Br.	J.M. & Co.
Sep.	27	— River ports	Kutwo	Chi.	C.M.S.N. Co.
Sep.	27	— Japan	Kiangwah	Jap.	
Sep.	27	— Nanking	Dainichizan M.	Jap.	
Sep.	27	— Tientsin, ports	Nagasaki Maru	Jap.	
Sep.	27	— Japan	Hsinkong	Chi.	C.M.S.N. Co.
Sep.	28	— Hongkong	Dozan Maru	Jap.	
Sep.	28	— Hongkong	Kwanglee	Chi.	C.M.S.N. Co.
Sep.	28	— Hongkong	Tungshing	Br.	J. M. & Co.
Sep.	28	— Antung	Hangsang	Br.	J.M. & Co.
Sep.	28	— River ports	Wenchow	Br.	B. & S.
Sep.	28	— River ports	Poyang	Br.	B. & S.
Sep.	28	— River ports	Tuckwo	Br.	J. M. & Co.
Sep.	28	— Tientsin, ports	Yohyang Maru	Jap.	N. K. K.
Sep.	28	— Tientsin, ports	Hsinming	Chi.	C.M.S.N. Co.
Sep.	28	— Japan	Shengking	Br.	B. & S.
Sep.	28	— U.S.A.	Takaosan Maru	Jap.	M.B.K.
Sep.	29	— Hongkong	Olen	Am.	A. Line
Sep.	29	— Chefoo	Tancred	Am.	R.D. Col.
Sep.	29	— Japan	Mingshun	Chi.	S.P.S.N. Co.
Sep.	29	— River ports	Kwangto Maru	Jap.	
Sep.	29	— River ports	Ningshao	Chi.	N.S.S.N. Co.
Sep.	29	— River ports	Ichang	Br.	B. & S.
Sep.	29	— River ports	Kiangfoo	Chi.	C.M.S.N. Co.
Sep.	29	— Dalny	Siangyang Maru	Jap.	N.K.K.
			Sakaki Maru	Jap.	S.M.R.

Shipping Items

The C.M. s.s. Kiangshin left Hankow for Shanghai on Saturday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai on Saturday.

The I-C. s.s. Hwahlee (chartered) left Hankow for Shanghai on Sunday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Sunday.

The I-C. s.s. Loongwo left Hankow for Shanghai yesterday.

The C.N. s.s. Kiukiang left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Hwahta will leave Hankow for Sahnghai today.

The C.N. s.s. Wuchang will leave Hankow for Sahnghai today.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai today.

The I-C. s.s. Kingsing is due in Shanghai from Tientsin, Chefoo and Weihaiwei next Thursday.

The I.-C. s.s. Yusang is due in Shanghai from Chinwangtao next Thursday.

The P. and O. s.s. Khiva, from London, is expected to leave Hongkong tomorrow and is due in Shanghai on Saturday, October 4.

The B.I. s.s. Japan sailed from Hongkew Wharf for Calcutta via Japan on Sunday afternoon.

The N.Y.K. s.s. Wakanoura Maru left Moji for Shanghai on Sunday and may be expected to arrive today.

The N.Y.K. s.s. Chikugo Maru left Nagasaki for Shanghai on Sunday and may be expected to arrive today.

The I-C. s.s. Luenho will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyu will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Talee Maru will leave Hankow for Shanghai tomorrow.

The N.Y.K. s.s. Atsuta Maru sailed from Shanghai for London and ports yesterday.

The N.Y.K. s.s. Kumano Maru left Moji for Shangahi yesterday and may be expected to arrive tomorrow.

The M.M. s.s. Porthos with mails and passengers, left Shanghai for Marseilles and ports yesterday afternoon.

The Blue Funnel s.s. Eurymedon, from New York, is due in Shanghai next Thursday.

The B.I. s.s. Gregory Apcar is expected to leave Calcutta for Shanghai and ports tomorrow.

The P. and O. s.s. Novara, which left London on August 30, is expected to arrive at Singapore next Saturday.

Launch Services

TOMORROW

The tender conveying passengers and mails on board the R.V.F. s.s. Fenza will leave the Customs Jetty at 2 p.m.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 3 p.m.

Friday, October 3, 1919.

The tender conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 9 p.m.

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road, Shanghai.

Sailed from Shanghai

For San Francisco
Royal Arrow ..... Aug. 26
Nanking ..... Aug. 27
Silver Shell ..... Sep. 9
Venezuela ..... Sep. 14
China ..... Sep. 14
West Conab ..... Sep. 14
Tacoma ..... Sep. 23
For Tacoma
Justin ..... Sep. 27
For Seattle
Africa Maru ..... Sep. 1
West Henshaw ..... Sep. 8
Western Knight ..... Sep. 14
Eldridge ..... Sep. 16
Edmore ..... Sep. 23
For Port Townsend, U.S.A.
L. W. Ostrander ..... Sep. 6
For Vancouver
Methven ..... Sep. 12
Melville Dollar ..... Sep. 16
Harold Dollar ..... Sep. 21
For New York
Gothic Prince ..... Aug. 17
Sagaporack ..... Sep. 12
Tcenkai ..... Sep. 12
For London, etc.
Benledi ..... Aug. 20
Agapenor ..... Aug. 22
Altai Maru ..... Aug. 28
Kamo Maru ..... Sep. 1
Ajax ..... Sep. 4
Nagoya ..... Sep. 7
Aitai Maru ..... Sep. 10
Aikoku Maru ..... Sep. 12
Iyo Maru ..... Sep. 15
Elpenor ..... Sep. 18
Glenlffer ..... Sep. 19
Alaska Maru ..... Sep. 21
Atsuta Maru ..... Sep. 29
For Liverpool
Hector ..... Aug. 30
Antilochus ..... Sep. 11
Orestes ..... Sep. 18
For Copenhagen
Annam ..... Aug. 16
For Genoa
Caroline Maru ..... Sep. 15
For Marseilles
Andre Lebon ..... Aug. 25
Kamiji Maru ..... Aug. 26
Kibi Maru ..... Sep. 13
Karachi Maru ..... Sep. 24
Porthos ..... Sep. 29
For Trieste
Gablonz ..... Sep. 14
For Bombay
Dunora ..... Sep. 3
For Java
Tjilatjap ..... Sep. 6
Tjitaroem ..... Sep. 18
For Batavia
Korsnaes ..... Aug. 22
Oyleric ..... Sep. 14
For Calcutta
Arratoon Apcar ..... Aug. 20
Itola ..... Sep. 1
Japan ..... Sep. 28

The Cotton Anti-Adulteration Association

The Eighth Annual Meeting of the above Association will be at the Offices of Messrs. Jardine, Matheson & Company, Limited on Tuesday, the 30th September, 1919, at 12 noon, when the Committee's Report and Statement of Accounts for the period ended 31st July, 1919, will be presented.

E. C. PEARCE,
Chairman.
25515

THE S.S. "TUNGUS"

Will leave Shanghai for

VLADIVOSTOCK

On the 4th October

For Freight (Godown accommodation at Vladivostok guaranteed) and Passage, apply to

S. HEIMANN & COMPANY,
19A Canton Road.
Telephone Central 1604.
25541

Prof. J. K. Seto
Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

TAKE ADVANTAGE
OF THE
HIGH EXCHANGE

Carry a Gold Dollar Account

WITH

AMERICAN EXPRESS COMPANY

No. 8 Kiukiang Road

Business and Official Notices

(Continued from Page 9)

CHINESE GOVERNMENT RAILWAYS

Tenders for the supply of S. A. Forms.

Tenders are invited for the supply of the annual requirements of certain forms for station use. A schedule of the forms in question, giving full particulars of the quantities, sizes and qualities of paper required, can be obtained on application to the undersigned.

2. It is to be clearly understood that the quantities to be supplied as mentioned in the schedule are only estimated quantities. The actual requirements may vary from the estimates. Quantities largely in excess of specified requirements may unexpectedly be found necessary, and must be supplied during the term of the contract at the rates given in the accepted tender or tenders.

3. The prices of all forms must be quoted in dollar currency as accepted locally.

4. Each contract will be in force for a period of 1 year commencing from the 1st December, 1919.

5. Sealed tenders marked "Tenders for S.A. Forms" must be sent to the undersigned not later than 3 p.m. on the 6th October, 1919, at which time all tenders received will be opened.

6. The Chinese Government Railways do not bind themselves to accept the lowest or any tender. They also reserve the right to accept any tender in part only.

7. A deposit to safeguard the faithful execution of the terms of the contract will be required before an order is placed with the successful tenderer or tenderers. The amount will be determined at the time of placing a contract. The deposit will not exceed 10% of the total estimated value of the forms to be supplied by the Contractor.

8. The working proofs of the forms must be submitted to the person authorized to deal with them, and be approved by him before they are struck off.

9. No modifications in the size or quality of paper specified for each form or in the style of type used in the specimen copies, must be made, except with the consent of the proper authority, previously obtained in writing. Forms supplied in contravention of this proviso will be rejected at the expense of the Contractor.

10. All supplies must be delivered in equal half-yearly instalments to each Railway concerned, before the 15th December, 1919, and 15th June, 1920 respectively. Supplies must be packed and sent to each Railway concerned direct by the Contractor.

11. It is to be understood that the sending in of a tender is to be construed as an acceptance of all the above stipulations.

H. MIDDLETON,
Chief Accountant,
Shanghai-Nanking Railway.
25359

SZECHWAN CREPE DE CHINE

Direct from the Source of Supply, to any Address in the World.

Travelling through Szechwan Province more than 600 years ago Marco Polo, the celebrated Venetian Explorer, observed this beautiful Crepe de Chine. He took it to Kublai Kahn, the greatest Emperor the world has ever known and Kublai Kahn presented it to the most favoured women of his court, adding charm and beauty to the already most beautiful women in the world. Send us your cheque or Chinese Post Office money order for $20. In return we will mail you one roll of Szechwan Crepe de Chine, postage free. Width 26 inches, length 27 feet. Original Shade.

WIDLER & COMPANY
Chungking, West China.

Dr. James Yuking's
Office for Venereal Diseases is now removed to
73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

THE NANKING HOTEL
HSIAKWAN, NANKING

We beg to announce that the above has now been opened to the public and is prepared to receive guests.

This foreign-style hotel, situated on the Hsiakwan Bund, is the first of its kind in Nanking, being conducted according to Western ideas. Rooms with or without bathroom attached from $1 to $6 per day. Excellent cuisine under foreign supervision. Billiards, Orchestra, Barber's Shop, Bar and Dining Rooms, Roof Gardens, Elecric Light and Fans, Cold and Hot Water Service, Steam Heaters, Telephones, and all other modern conveniences.

Give us a trial, and you will be convinced. We solicit your esteemed patronage.
25539

A PICTURE

Over 1,000 years old, Tong period (唐), value $100,000. The only one in existence. For inspection, etc., please apply to Sze Yuen Ming, 12 Bubbling Well Road.
25264

NOTICE

Miss A. Gauhman, Russian lady dentist, desires to announce her return to practice at No. 20, Nanking Road. Hours 9 to 12 and 2 to 6.

Carpets and Rugs FOR SALE

AT

REASONABLE PRICES

HWA VENG CARPET FACTORY

F94 Bubbling Well Road,
Opposite Race Course.
24236

BLANKETS

Just received a supply of double Grey Woollen Blankets. For particulars and prices apply to Box No. 467, THE CHINA PRESS.
25549

HONMA HOSPITAL
No. 8A Miller Road. Tel. N. 2961
DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and Diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

The Oriental Hospital

Surgical and Venereal Diseases: Injections of all kind of vaccines, serums and 1914 (606); Tests of blood, treatment by X Ray and Diathermy.
Dr. K. WATANABE, A.M., M.D.
(Japanese)
He studied medicine in Japan, America and Europe, so can speak English well.
21 HAINING ROAD
(fifth house from North Szechuen Rd.)
SHANGHAI
Tel. North 2279.
21666

Dr. med. F. T. Kiang
Physician and Surgeon

(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
Office 85 Szechuen Road.
Consultation Hours: 2-4 p.m.
Telephone: No. C. 3844.

The International Recreation Club

SPECIAL ENTRIES

THE KIANGWAN ST. LEGER
and
THE KIANGWAN CHALLENGE CUP

will take place on the
29TH NOVEMBER, 1919.

ENTRIES for the above close on Monday, 13th October, 1919, at 8 p.m. at the Club House, 126 Bubbling Well Road.

SUBSCRIPTION GRIFFINS:—Intending subscribers are requested to send their names to the undersigned not later than 8 p.m. on Sunday, 12th October, 1919.

By order,
Y. S. DAY,
Secretary.
Shanghai, 23rd September, 1919.
25501

The International Recreation Club

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57TH MEETING.

8th and 10th October, 1919. (Wednesday and Friday)

1st Saddling Bell at 12.30 p.m. Sharp, Daily.

ATTENTION TO MEMBERS.

ENTRIES close on Tuesday, 30th September, 1919, at 7 p.m. at the Club House, 126, Bubbling Well Road.

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PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

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WEATHER

Rough weather and cyclonic winds on the Yellow Sea and the North of the Eastern Sea. The typhoon of Guam will pass to the North of Yap.

MARRIAGE

DR. J. W. ROSS, Canadian Trade Commissioner to China, announces the marriage of his daughter, Gwendolen, to Mr. Frederick E. Storm, on Monday, the Fourth of August, 1919, in the City of New York.

25600

BIRTH

NEUBOURG: On September 28th, at No. 14 Markham Park, to Mr. and Mrs. R. A. Neubourg, a daughter.

25583

IMPARTIAL AND PROGRESSIVE

SHANGHAI, SEPT. 30, 1919

The Railroad Strike

ONE cannot read the telegrams dealing with the steel strike in America and the rail strike in Britain without feeling that the workers in these industries have been precipitate to the point of recklessness. In pre-war days, we feel sure, strikes such as these, amounting almost, if not quite, to national calamities, would not have been entered upon without long and fair discussion and without sincere attempts on the part of the men, as well as their employers, to arrive at a peaceful solution.

The action of these strikers therefore affords complete evidence of the change that has taken place in the mental attitude of the working classes towards capital, towards society in general and towards the state itself. It is with this changed mental attitude rather than with each specific demand for increase of wages, that the statesmen of the present day must learn to deal.

The workers themselves know that in a world where every trade is organised and where every trade is demanding and getting higher and ever higher wages, that there is still a screw loose somewhere; that the cost of living mounts just as fast as their wages, or even faster, and that therefore, the mere demanding and getting of higher wages, which must end at some point not yet reached, will not solve their problem. The obtaining of higher wages, however, is viewed by them as an immediate necessity and the strike is a makeshift used to this end while the true solution is being worked out.

Most of the workers look to some form of nationalisation of what are called the key industries as the real end of their effort. Key industries are those of a national character, such as coal, steel, and transportation. Nationalisation of these under some such plan as that proposed by Glenn E. Plumb for the railways of the United States, probably is nearer than most people suppose. Workers claim that nationalisation of the key industries would lead to a general leveling and fixing of wages scales in all industries, and so would end the present uncertainty and turmoil and also solve the problem produced by the recent great advance in the cost of living.

There is very little certainty about anything in the world but one thing does stand out as certain and that is that things cannot go on as they are going. Life in great manufacturing nations like Britain and America is so complicated and so interdependent, that if one basic wheel stops the whole machine stops. And labor is so well organised that it is able at anytime to stop any wheel it likes. Having this power it is tempted to use it recklessly and without due thought as to the consequences. We have evidence of this tendency in the two strikes with which we are now confronted.

In this situation therefore it is necessary to give serious attention to the question of nationalisation of key industries. Of all the methods proposed for this departure, the one offered by Plumb on behalf of the railway brotherhoods has received the most favorable consideration. Plumb proposes that the United States Government take over the American railways, paying the approximate market price for them in four percent Government bonds. His plan may be briefly outlined as follows:

1. Purchase by the government of all railroad systems on a valuation to be determined finally by the courts.

2. Payment for the properties by the issuance of government bonds bearing 4 percent interest.

3. Operation by a directorate of 15, five to be chosen by the President to represent the public, five to be elected by the operating officials, and five by the classified employes.

4. Equal division of surplus, after paying fixed charges and operating costs, between the public and the employes.

5. Automatic reduction of rates when the employes' share of the surplus is more than 5 percent of the gross operating revenue.

6. Regional operation as a unified system.

7. Building of extensions at the expense of the communities benefited in proportion to the benefit.

Mr. Plumb points out that as private capital is only obtainable at six and seven percent and that as the railroads are capitalised at 19 billion dollars, there would be an immediate saving of approximately $360,000,000 per year in interest charges, because the government bonds would pay but four percent.

Mr. Plumb denies one of the fundamental charges of the opponents of his plan: namely, that Government ownership destroys the efficiency of the workers. "The only motive for hard, efficient work," says he, "is the hope of reward. Under the present system hope of reward is lacking; no matter how faithfully or intelligently a man works he gets only his wages or salary. Under our plan, every worker would share in the monetary reward of efficient operation. In the past competition has existed only to increase profits and not to increase efficiency." Moreover, in recommending his plan to the Convention of the American Federation of Labor Mr. Plumb did so with the significant remark that the principles involved applied not only to the railroads, but to every industry founded on "grant, monopoly, or privilege."

This plan has been indorsed by the American Federation of Labor and has the backing of between nine and ten million American workers. Nevertheless it is being fought by practically every important newspaper in America. It is an unfortunate circumstance, which may be mentioned in this connection, that all the important newspapers both in England and in America are owned by capitalists. This cannot be helped. Poor men often have started newspapers, but if their papers proved to be successful the men became capitalists. Today so much capital is required for the launching of a big metropolitan daily that a man must be a capitalist, or be backed by them, which amounts to the same thing, before he issues his first sheet. In the present case, notwithstanding the bitter opposition of the press, there is considerable likelihood of the Plumb plan, modified to some extent, especially as to the directorate, going through. Passage of the bill, would mean that a very large body of workers would be fixed in their place both as to wages and as to work, and their profits above their wages would depend entirely upon their own efficiency. The newspapers have hailed the plan as being Bolshevist. We are inclined to think however, that it may very easily prove to be a bulwark against Bolshevism.

Opium Cultivation In Korea

The Morphia Danger

The recent publication of the New Opium Ordinance for Korea, brings to notice again the very serious state of affairs between China and Japan in connection with the morphia trade. This new plan in reality establishes a new Japanese Government Opium Monopoly for Korea. As one reads through the long and detailed regulations, and also the official statement of the Japanese Government, a copy of which was sent to the Interanational Reform Bureau in February, he feels how little these things can do to meet a great and vicious trade backed by large financial power. In these present regulations, morphia stands out as the main drug wanted. Article 4 provides that if the opium brought in by the farmers does not contain the required amount of morphia, the opium shall be destroyed without payment.

Art. 6 also states first that the opium sold is to be for the manufacture of morphia as well as other derivatives. Art. 17 also indicates the importance of the morphine to be secured.

Why this call for morphia? Hon. G. S. Muir, Secretary of the Edinburgh Anti-Opium Society, publishes the statement from China, that Japan has provided in one year 18 tons of this death dealing drug to the Chinese people. Is it true? The statement has not been challenged. Japanese official trade returns show that she has been importing very large quantities of morphia, that she could not use herself. In 1915, were imported 358,543 ounces; in 1916 still more, 558,812 ounces, and in 1917, still more, 600,229 ounces!

It is estimated that Japan does not need more than 30,000, or 40,000 ounces. Is the balance for China? Now if it is said that the importation has greatly decreased, on the other hand the cultivation has greatly increased in Japan and Korea. On the train between Osaka and Kyoto, in May this year, the writer counted 184 poppy fields seen in full bloom. Other fields in the distance could not be counted.

A chief of police also said more opium was cultivated in other districts, chiefly for the Osaka drug trade. Hundreds of poppy fields are now seen in Korea. One missionary reports a thousand acres in his province. Yet at the same time the official statement is made that the opium evil is to be finally eradicated. Is this great excess of cultivation over requirement, to that end? The Japanese cabinet in January said that the opium policy in both Tsingtau and Formosa will cease, and the supply of the drugs will be completely ended. When? A high Japanese official in Tokio, admitted in June, that as yet he feared nothing had been done.

The new regulations put so much of the matter into the hands of the drug men and police. Yet these have been the great offenders in the past. There are great profits in the trade. Will the Government encouragement of a large cultivation and supply tend to end the morphia danger? Opium may even be supplied to schools. For what purpose? It is reported that one teacher recommended the needle to help over school fatigue.

Many believe that this new opium for Korea will bring much danger and large discredit to Japan.

E. W. THWING,
Secretary International Reform Bureau.

A National Campaign In U.S. For Better Live Stock

The scrub sire has done more than drought or flood, more than insect pest, more than rodent and beast of prey, to reduce the agricultural wealth of the United States, to cut down the money return of the individual farmer from his operations. But the day of the scrub sire is drawing to its dusk. Preached against for generations, he is now to be actively crusaded against in every State, in every country, in every community of the United States.

It is the first attempt ever made in any large country to improve simultaneously all classes of farm animals by the use of pure-bred sires of good quality.

It is a crusade in which practically anyone may join as an active participant. To be officially enrolled, one must be a livestock owner—but not on a large scale. The owning of one animal of breeding age is sufficient. If a male, it must be pure-bred. If a female, it need not be pure-bred but must be bred to a good pure-bred male. Therefore, the person who owns just one mongrel hen mated with a quality cock representing a definite breed is entitled to official enrollment as a crusader for "Better Sires—Better Stock."

The crusade is to begin on the first day of October this year. A great many organisations, led by the United States Department of Agriculture, will co-operate in it. Prominent among the co-operating organisations are the State agricultural colleges and many associations of livestock growers and breeders.

The Department of Agriculture, through its co-operative State agencies, will supply livestock raisers with printed information, telling in popular language of the best animal-breeding methods and the advantages of using them. An official emblem, suitable for display, will be furnished to every farmer who agrees to use only good, pure-bred sires and to co-operate in other ways in the better livestock crusade. It is required that he fill out a simple blank showing the number and kinds of livestock he possesses, and that he declare that his male breeding animals are pure-bred. It is not necessary that he own the males, but merely that the sires he uses, by whomsoever owned, be purebred.

The great majority of people, perhaps, have never appreciated the effect of the "grading up" of livestock by the use of pure-bred sires. Very marked improvement is to be noted in the first generation. With some breeds the offspring of a pure-bred sire and mongrel dams are, in practical appearance, like pure-bred animals. A Hereford bull practically never fails to stamp his progeny with the characteristic white face of the breed. Chickens from a standard-bred barred Plymouth Rock cock and any kind of mongrel hens are nearly all Plymouth Rocks in appearance, and usually when mature they are at least two pounds heavier than mongrel individuals.

The external improvement is, perhaps, not so marked in any other breeds in the first generation, but the intrinsic improvement is doubtless just as great. The improvement in the two breeds cited, however, is not merely in appearance. The Department of Agriculture proves that by the case of an 800-pound part Jersey cow bred to a Hereford bull, the calf, at a little over two years old, weighed 1,650 pounds—more than twice as much as the cow. With practically any breed of horses, cattle, swine, sheep, goats or poultry, a scrub herd headed by pure-bred sires for three generations will show most of the individuals closely resembling pure-bred animals, and, for food-production purposes, practically as useful.

For many years this country has contained many thousands of the finest specimens of livestock in the world, but in spite of that fact, the quality and productive capacity of the average farm herd has remained low, because the farmers have not availed themselves of the pure-bred sires but have used scrub sires. When the forthcoming crusade begins to produce maximum results—a few years from now—there will be a general improvement in quantity and quality of animal products.

The pure-bred or "high-grade" cow resulting from wise breeding produces more milk, richer in butter fat, than the ordinary scrub cow.

The proper breeding of beef animals results in better and more uniform stock, having a greater percentage of desirable cuts of meat and a smaller quantity of bone, offal, and inedible parts. The same is true of hogs, sheep, goats, poultry. All of these things have been scientifically worked out by the Department of Agriculture, and the effort is now to be made to put them in operation on a nation-wide scale.

Until recently, such a crusade would not have been possible. The necessary machinery has been perfected within the past few years. Included in that machinery are the county agents, the farm bureaus, and even the boys' and girls' clubs that have aided so greatly in getting a foundation of pure blood in a great many communities.

Ceylon Calls For Buddhist Nuns

(New York Sun)

We are in receipt of a letter from Colombo, Ceylon, asking for the assistance of The Sun in the revival of the Order of Buddhist Nuns, which the writer assures us is a "world-wide movement." The Order of Buddhist Nuns, it may be stated at the beginning, has been extinct, so far as the main line of succession is concerned, for a thousand or more years; but this should not be considered an obstacle to its revivification or, more properly, its reincarnation, for a mere matter of ten or more centuries does not mean much in Buddhism.

Accompanying the letter is an appeal signed by Marie Musaeus-Higgins, directress of the Musaeus Buddhist Girls' College, Colombo; and in order that The Sun readers may be in possession of the same knowledge which we have of the Order of Buddhist Nuns in offering "their sympathy and support for its cause," we shall give briefly the points of this appeal. The order was founded by Lord Buddha, "born in his last life on earth as Prince Siddhartha," and at the solicitation of his foster mother, Pajapati, and his wife, Yasodhara.

It was, however, only at the price of great sacrifice that Lord Buddha's consent was obtained. Time after time he refused Pajapati's prayers, then, finally:

"The distressed mothers, wives and sisters held a meeting with Queen Pajapati and Princess Yasodhara, and decided to appeal once more in a body to the Master for permission to live in the monasteries and thus be near their dear ones. So they cut off their beautiful hair, cast aside their costly garments and donned the mean rag made yellow robe of the mendicant, and marched in a body to Vesali, where the Lord Buddha had gone. Walking from place to place, at last they reached this town, and Pajapati, their leader, stood weeping, with swollen, dust covered feet, outside the entrance porch of the Vihara or dwelling of the Master. There they determined to remain, even should they die of starvation and exhaustion, till they should attain His permission and their cherished aim."

Lord Buddha showed himself mortal man by yielding. He imposed "eight weighty regulations," which became the foundation principles of the order. With the spread of Buddhism the movement extended far and wide, and much of the success of Buddha-Dhamma was due to the Order of Buddhist Nuns. With the troubles that arose in the Buddhist world the decay of the order set in, and finally it became extinct. The thread of the life of the order, the author of the appeal says, is not broken; it is there, it is not dead, and "as the sun rises in the morning, so will the life of this order wake up again with the coming of the Bodhisattva."

It might be stated, though, that when it does wake up after its centuries of sleep the order will have a new dress, something that will not be incompatible with "the freer and more progressive position of the woman of our own days, when she is coming to be regarded as equal to a man, though in her own particular line of evolution." So far as our own knowledge goes, and we have given the basis of it, we can see no reason why the Order of Buddhist Nuns should not be revived.

Patriotism Its Own Reward

During the war it was usually expensive to be patriotic, and life was just one privation after another. But now, in the period of settlement and readjustment, there is one patriotic duty that does not mean sacrifice, and the man who performs it by hiring a soldier will find that patriotism is its own reward.

For the ex-service man, according to tests, is better fitted for the world's work, both mentally and physically, than he was when he went to war. Therefore, that patriotic employer who welcomes soldiers and sailors into his business organisation will not only be doing the men a good turn but he will by so doing inject new energy into his office and thus raise the standards of efficiency.

These tests have been made by the War Department as a key to the task of placing in civilian employment the 4,000,000 men who are to be returned to the United States. Col. Arthur Woods, Assistant to the Secretary of War, is in charge of the Government's gigantic employment plan, and makes public the figures which have been obtained relative to the condition of returning soldiers and sailors.

The figures show that 64 percent of the men manifest actual and tangible improvement both in physical and mental vigor. Their perceptions have been quickened, their nerves have been disciplined, their backbone has been stiffened, and they are in general better stuff than they were when they went away. Of the remaining numbers, a large percentage have shown no actual retrogression, while a few have been shocked and wearied by the strain. These latter, however, are not discharged until everything possible has been done to restore them to normal, so that all the men who are sent out as applicants for work by Col. Woods and his assistants represent the finest type of labor that could be found anywhere in the country, men with sound bodies, keen minds, and a ready spirit.

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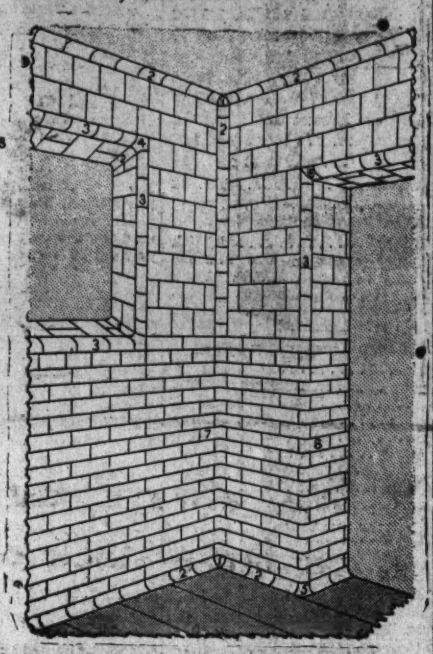

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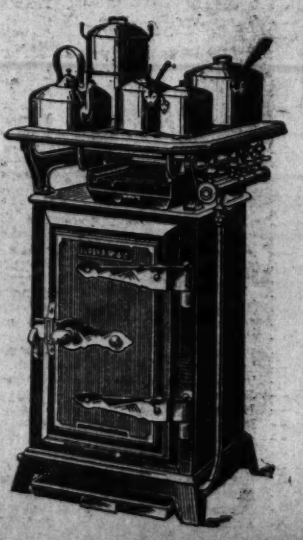

Bringing Up Father
By George McManus
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AH MAGGIE I THINK YE OUGHT TO LET ME OUT TONIGHT.
THROW YOUR OTHER CLOTHES OVER THE SCREEN.
JUST A MINUTE - WHAT DO YOU THINK I AM - A FIRE-MAN?
NOW - COME OUT - WHY DON'T YOU ANSWER ME?
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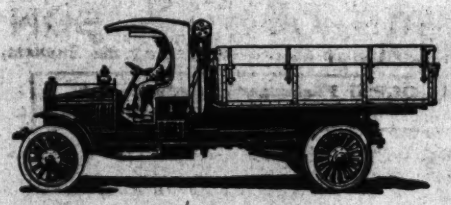

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Wedding In The Air

If the atmosphere above the earth is to be full of airplane weddings in the future, as now seems to be the prospect, it will be necessary to establish traffic officers up there to keep the lanes clear for regular traffic.

It is nothing now for a minister to accompany a young couple two or three thousand feet up and perform the ceremony in the presence of the best man and bridesmaid. It has often been rumored that a man is nearer heaven on his wedding day than at any other time in his life, and this now seems to be a fact.

But, as the pessimist might warn, what a come-down there is after the ceremony. Young married couples always get back to earth.

So far as the general public is concerned, airplane weddings are perfectly satisfactory. There have been so many weddings with rice and old shoes littering up the landscape in the past that it will be a distinct relief to some people to get them out of the way. Since the war it has been almost impossible to take a walk in New York without stumbling over three or four weddings, and after a man has been married thirty or forty years he has no interest in such things and doesn't care to be reminded of them.

For the first few years airplane weddings will have to be conducted carefully. Especial care must be taken with the presiding clergymen. It would be embarrassing to drop the pilot when two thousand feet in the air, especially if the service is only half performed. It would be equally distressing, perhaps more so, to lose the bride by a sudden twist of the machine.

So, at first, airplane drivers should be warned to attempt no fancy stunts while the service is going on, such as looping the loop, the nose dive, tail spin or flying upside down.

After a man has been married a few years he is willing to go up in an airplane with his wife and let the airplane expert do his worst. He is willing to try stunts that have never been tried before. He is even willing to drop from one airplane to another and take all sorts of hazards, but when a man is just being married he wants things to be reasonably safe. He is particular about what happens to himself and wife.

So, there must be no stunts. The marriage itself is enough of a hazard for one day.

With due care, the airplane weddings will doubtless be successful. There may be a slight risk, but so long as a man is getting married, he might just as well go the limit and invite all the other perils that he can find.

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SALT ONE PLENTIFUL FOOD

New York Could Supply The Nation Should The Need Arrive

When the German propagandists, soon after America entered the war, tried to start an economic raid, by circulating reports among housewives that there was to be a salt famine, they chose a poor commodity for a scare basis. New York State alone, if called upon, could probably supply savor for all the nation's food, and while other things really were scarce and high, salt was always plentiful and at no time higher than the cost of labor and fuel would seem to justify.

Because of the universal use of salt in food and in food preservation and the lack of any substitute either the output or demand could be reduced only by most unusual conditions. There is always a tendency toward an increase in production in the United States on account of the increase in population and the increasing use of salt by chemical and other industries helps to maintain a larger production. In view of the shortage of labor and other difficulties which hampered many industries during the war, a reduction in the output of salt might have been expected, but there was nevertheless a considerable increase. Figures compiled by the Geological Survey show a total output of 7,238,744 short tons last year, an increase of 260,567 short tons, or 4 percent over the output in 1917. The value was $26,940,361, an increase of 30 percent over the value in 1917, which was $19,940,442.

The production by States was: New York, 2,130,530 tons; Michigan, 2,403,125; Ohio, 1,089,887; California, 204,957; Kansas, 819,504; Nevada, 970; Texas, 79,657; Utah, 94,204; West Virginia, 26,077; Hawaii, Idaho, Louisiana, New Mexico, Oklahoma, Porto Rico, and Virginia, 389,833.

The production of rock salt amounted to 1,683,941 tons, an increase of about 5 percent, but the value was $5,684,661, an increase of 46 percent. The output of evaporated salt was 2,724,203 tons, valued at $20,010,435, an increase of nearly 10 percent in quantity and 34 percent in value. The production of salt in brine was 2,830,600 tons, valued at $1,245,265, a decrease of 2 percent in quantity, but an increase of 15 percent in value.

The Delaware Indians made salt from brine springs in New York State and sold it to settlers as early as 1670, making probably the first commercial production of salt in this country. The manufacture of salt by white people in the United States was begun near Syracuse, N. Y., about 1788. Salt is the most commonly used mineral in the world, and no useful mineral except coal, perhaps, occurs in greater abundance or is more widely distributed in the United States.

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PEACOCKS OF MONKEYDOM

So-Called 'Horse-Tailed' Variety Famous For Long Leaps

Of the recent monkey groups at the American Museum of Natural History, none has probably attracted more attention than that of the thumbless apes colobus, popularly known as horse-tailed monkeys. They have often been called the handsomest of monkeys, and the peacocks of the tribe. Unlike other monkeys, they possess a wonderful fur coat of long, silky, glossy black hair, but from their shoulders and down the sides of their bodies and flanks hangs a rich mantle of long, silky white hair. They have a long tail with a rich white plume at its end, resembling a horse's tail, and have black and white faces.

These curious little animals are found in the dense tropical forests of Africa, from Gambia to Abyssinia in the north, to Angola and Nyassaland in the south. Herbert Lang, assistant curator of mammals at the American Museum, who has hunted them for scientific purposes, finds that they possess many remarkable characteristics. When born they are white in color, but about a week after birth their color begins to undergo a change, and in about two months they have a coat of glossy black fur with white silky mantles depending from shoulders and sides. These monkeys are the greatest jumpers of any. They inhabit the tree tops, and in descending they often take long leaps from limbs above to those below. They sometimes leap boldly through space twenty or more feet, when they spread out like a parachute so that they appear to be flying. They land easily among the thick foliage of the trees, and their long hair appears to help to them in landing and in leaping.

Mr. Lang, who hunted them in Kijabe, in British East Africa, found that they were not difficult to approach unless they had experienced being hunted before. He found them to be vegetarians, and that their chief diet was leaves and young shoots. They inhabited the higher parts of trees, traveling in groups of five or six. When they leaped they often made a great noise. They have a noisy, growling howl. There is a theory that their coloration protects them from their enemies, making them difficult to distinguish from leaves and lichen, hence they have been called invisible monkeys. Many scientists however, do not give much credence to this theory.

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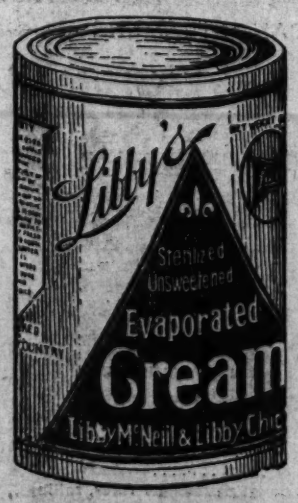

Many cases of sickness in Shanghai—sickness which sometimes has a fatal termination—are traced to a tainted source of milk supply.

LIBBY'S Evaporated Cream

comes from healthy cows, raised under expert supervision. It is just pure rich milk, evaporated and condensed.

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Caledonian Works. POPLAR. LONDON. E.

-:- GENERAL SHIPPING NEWS -:-

Vessels Loading

For River Ports

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Tuckwo**, 2,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on **Tuesday, September 30**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Tuesday, Sept. 30**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Tuesday, September 30**, at about 12 o'clock midnight. For Freight & Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Str. **Hsinfung**, Captain W. S. Ross, will leave on **Tuesday** night. For Freight or Passage apply to **C.M. S.N. Co.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Wednesday, Oct. 1**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain H. Asai, will be despatched from N.K.K. Pootung Wharf on **Thursday, October 2**, at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ichang**, Captain E. L. Jones, will leave from the French Bund on **Thursday, October 2**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Hwah Lee**, (chartered) 1,151 Tons, Capt. Lee, will sail for the above-mentioned ports from Hunt's Wharf on **Thursday, October 2**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Kiukiang**, Captain J. Peacock, will leave on **Friday, October 3**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Loongwo**, 3,925 Tons, Captain Findeison, will sail for the above-mentioned ports from Old Ningpo Wharf on **Friday, October 3**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The Co.'s Steamer **Tafoo Maru**, Captain H. Yamasita, will be despatched from N.K.K. Pootung Wharf on **Friday, October 3**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Sunday, October 5**, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatcher from N.Y.K. Mail Wharf on **Monday, October 16**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

For Southern Ports

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on Tuesday afternoon at 4 p.m. For Freight or Passage, apply to **C.M. S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Shantung**, Captain Monkman, will leave from the French Bund direct for the above ports on **Tuesday, September 30**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott R. N. R., will leave from the French Bund on **Wednesday, Oct. 1**, at 4:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. **Haean**, Capt. F. H. Wallace, will leave on Wednesday morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG and CANTON.—The Str. **Kwanglee**, Captain A. P. Sangster, will leave on **Wednesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, October 2**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the French Bund on **Saturday, October 4**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight. Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Captain T. Nimoto, will be despatched from the Co.'s Yangtszepoo Wharf on **November 14**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Tuesday, September 30**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO & TIENTSIN.—The Str. **Hsinming**, Captain H. Mackinon, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

NEWCHWANG.—The China Navigation Co.'s Steamer **Wenchow**, Captain A. V. Harrison, will leave on **Wednesday, October 1**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE** Agents. Tel. No. 77.

CHEFOO and TIENTSIN.—The Str. **Hsinkong**, Capt. A. B. Bines, will leave on **Wednesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

CHINWNAGTAO DIRECT.—The Kailan Mining Administration, will despatch the following steamer S.S. **Kaiping** on **Oct. 2.** For Freight or Passage, apply to Agent, 1 Jinkee Road. Tel. Central 1115.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shengking**, Captain K. E. Tuebben, will leave from the French Bund on **Thursday, October 2**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

VLADIVOSTOK.—The Steamer **Tungus**, Captain Krachmaleff, will leave on **October 4.** For Freight or Passage apply to **S. Heimann & Co.**, 19A Canton Road (Tel. No. Central 1604).

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Chekiang**, Catpain H. A. Walker, will leave on **Saturday, October 4**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TSINGTAO.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from Watung Wharf on **Saturday, October 4**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN AND DAIREN via TSINGTAU.—The Steamer **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **October 12.** The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ———m., on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund, Tel. No. 4234 & 4235.

List of Vessels Loading For Foreign Ports Will Be Found on Page 16

P. & O., British India and Apcar Lines

(Companies incorporated in England)

FOR MARSEILLES AND LONDON
via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "KHIVA" leaving about 25th October
S.S. "NOVARA" leaving about 3rd December

FOR BOMBAY via STRAITS AND COLOMBO
S.S. "DILWARA" Calls at Woosung 1st October to take passengers

FOR CALCUTTA via JAPAN
S.S. "GREGORY APCAR" leaving about 23rd October

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
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All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered or cancelled without notice.

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24 The Bund, Shanghai
Telephones: Central 169 & 2069

CPOS

TRANS-PACIFIC TRANS-ATLANTIC

PROPOSED SAILINGS
Shanghai to Vancouver

Empress of Asia (From Yokohama)	Oct. 11	Empress of Russia	Nov. 1
Empress of Japan	Oct. 19	Empress of Asia	Nov. 29
Monteagle	Oct. 22	Empress of Japan	Dec. 14

The latest steamer Shanghai to Yokohama, to make connection with the Empress of Asia from that port Oct. 11th is the French Mail S.S. "Paul Lecat" Oct. 3rd.

Shanghai to Manila and Hongkong		Shanghai to Hongkong direct	
Empress of Russia	Oct. 17	Empress of Japan	Oct. 7
Empress of Asia	Nov. 14	Monteagle	Oct. 9

For Bills of Lading, Freight Rates, etc. apply to:
P. A. COX, Agent
Cor. Peking and Yuen Ming Yuen Roads, Shanghai.
Tel: Central 181

For Reservations and Passage Tickets, etc. apply to:
G. M. JACKSON, General Agent.
Passenger Department, Palace Hotel, 19 The Bund, Shanghai.
Tel: Central 183.

CANADIAN PACIFIC OCEAN SERVICES

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Lucnyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.
The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.
Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.
Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.
Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.
Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.
The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-22 French Bund.

Freight: Telephone Central 77,
Passage: Telephone Central 401.

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)
SAILINGS FROM SHANGHAI

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseille, Antwerp and Rotterdam.

	Tons	Capt.		
*CELEBES MARU	18,000	T. Konishi,	Nov. 1	Nov. 3
*ALPS MARU	18,000	T. Yamaguchi,	Middle of Nov.	

FOR GENOA and MARSEILLES.

	Tons	Capt.	Arrive	Leave.
*JAVA MARU	15,000	J. Kurimura,	Oct. 2	Oct. 6

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*MANILA MARU	18,000	S. Kobayashi,	Oct. 19	Oct. 20

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	18,000	S. Kobayashi,	Oct. 19	Oct. 20

FOR NORTH CHINA PORTS (Tientsin and Dairen).

	Tons	Capt.		
KEELUNG MARU	3500	Y. Fukami,	Oct. 10	Oct. 12

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki	Oct. 7	Oct. 9

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Austria, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside
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Tel. Address: SHOSEN, Shanghai,

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. C. 4233, 4234 and 4235.

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S.S. "SEATTLE SPIRIT" .....About OCT. 6th

SEATTLE

S.S. "CITY OF SPOKANE" ..... will load OCT. 3rd
S.S. "SEATTLE SPIRIT" ..... About NOV. 1st
S.S. "WHEATLAND OF MONTANA" ..... " NOV. 14th

PORTLAND

S.S. "HARTLAND" ..... About NOV. 16th
S.S. "NISHMAHA" ..... " DEC. 4th

Through Bills of Lading issued to all United States and Canadian Overland Points.

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For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Ecuador	Oct. 11	S.S. Colombia	Oct. 18
S.S. Colombia	Nov. 8	S.S. Venezuela	Nov. 15
S.S. Venezuela	Dec. 5		

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

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"West Conob" "West Vaca" "Archer"
"West Sequana" "West Inskip" "West Caddoa"
"West Kador" "West Neris"

EAST INDIA SERVICE
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	Middle Oct	S.S. Santa Cruz	Middle Oct.

PANAMA SERVICE
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TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

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SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

SHINYO MARU ..... Oct. 31

FOR HONGKONG

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Launary, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

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S.S. "WEST EGOVIA" 8,800 tons due at Shanghai Oct. 14	S.S. "WEST ISLIP" 8,800 tons due Shanghai Oct. 15.

also
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S.S. "WESTERN GLEN," "WEST IBIS," "WEST CADDO," "WEST HENSHAW," "DUEL" and "ELKRIDGE"
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(SUBJECT TO CHANGE)
SAILINGS FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "NILE" .....OCT. 14th
S.S. "NANKING" .....NOV. 4th
S.S. "CHINA" .....NOV. 25th
*S.S. "NANKING" does not call at NAGASAKI

FOR HONGKONG DIRECT
S.S. "NANKING" .....OCT. 21st
S.S. "CHINA" .....NOV. 10th
S.S. "NILE" .....DEC. 6th

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	Tons		
SHIDZUOKA MARU ..	12,500	Capt. R. Ozaki,	Oct. 13
KAGA MARU	12,500	Capt. N. Segawa,	Oct. 27

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KATORI MARU	19,000	Capt. E. Tozawa,	Oct. 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,500	Capt. N. Narui,	Oct. 3
KASUGA MARU	7,000	Capt. E. Takahachi,	Oct. 10
CHIKUGO MARU	5,500	Capt. Y. Yoshida,	Oct. 21

SHANGHAI, NAGASAKI and KOBE

MOJI, KOBE AND OSAKA LINE

WAKANOURA MARU.	5,500	Capt. S. Fujimura,	Oct. 2
KUMANO MARU	9,500	Capt. T. Sasaki,	Oct. 4
TAKESHIMA MARU ..	4,500	Capt. D. Awoshima,	Oct. 8
YAWATA MARU	7,000	Capt. H. Nojiri,	Oct. 11

FOR JAPAN

YOKOHAMA MARU..	12,500	Capt. K. Okamoto,	Oct. 6

FOR HONGKONG

KASHIMA MARU....	19,000	Capt. M. Machida,	Nov. 9

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidzu,	Oct. 14

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	10,000	Capt. G. Yamazaki,	Oct. 22
AKI MARU	12,500	Capt. S. Shibata,	Nov. 19
TANGO MARU	14,000	Capt. M. Nishimura,	Dec. 24

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMPAY LINE

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Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.
20.35	8.35		0	dep.	Peking	arr.	19.50
23.45	11.12			arr.	Tientsin-Central	dep.	17.00
23.50	11.17		84	dep.	Tientsin-Central	arr.	16.53
24.00	11.25			arr.	Tientsin-East	dep.	16.45
19.35	. .		524	arr.	Mukden	dep.	. .

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11.40		arr.	Tientsin-Central	dep.	16.55	15.35	20.05
7.25	10.15	11.55	2.71	dep.	Tientsin-Central	arr.	16.31	15.20	19.45
13.02	16.00	15.30	78	dep.	Tsangchow	dep.	13.05	11.28	15.28
16.40	19.20	18.08	148	dep.	Techow	dep.	10.33	8.47	11.56
19.57	22.12	20.21	—	arr.	Tsinanfu	dep.	8.06	6.00	8.30
7.	:		220		:				8.
6.00	22.25	20.31	—	dep.	Tsinanfu	arr.	7.56	5.40	19.02
9.27	1.00	22.31	266	dep.	Tsinanfu	dep.	6.01	3.25	16.24
12.27	3.47	0.38		arr.	Yenchowfu	dep.	3.49	0.40	13.00
12.47	4.02	0.48	318	dep.	Yenchowfu	arr.	3.39	0.02	12.58
16.30	6.55	3.16	377	dep.	Linchang	dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr.	Hsuchowfu	dep.	23.36	19.20	6.30
9.	:		420		:				10.
5.40	9.00	4.57	—	dep.	Hsuchowfu	arr.	23.29	19.00	20.50
11.26	13.02	8.33	523	arr.	Pengpu	dep.	19.53	14.55	15.20
11.51	13.20	8.40		dep.	Pengpu	arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep.	Pukow	dep.	16.48	10.50	8.27
20.08	18.55	13.09	631	arr.	Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line			Exp.	N. Exp.
23.00	14.20	0		dep.	Nanking-Ferry	arr.	14.15	6.50
7.00	21.00	193		arr.	Shanghai-North	dep.	7.55	23.00

Yenchowfu-Tsiningchow Branch Line					Linchang-Tsochuang Branch Line						
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Linchang a.	6.28	15.50	21.00
14.03	5.05	a. Tsiningchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST".

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements

intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

THE CHINA PRESS MAIL SCHEDULE

TUESDAY, SEPTEMBER 30, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
Weihaiwei and Chefoo.....	Tungchow	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	do	..	14.00	..	..	..	..
Swatow, Hongkong & Canton.	Hangsang	22.00	..	..	..	..	22.00
H'kong, S. Ports, Straits, Ceylon, India and Europe via Suez	Dilwara	..	c17.00	..	..	..	17.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
H'kong, Straits, S. Ports, & Europe via Suez	Dilwara	17.00	..	..	..	..	16.30
Swatow and Hongkong	Hangsang	..	17.00	..	..	..	..
Chefoo	Hsinkong	22.00	..	..	..	..	22.00
Foochow	Haean	22.00	..	..	..	..	22.00
Hongkong and Canton	Kwanglee	22.00	..	..	..	..	22.70
Hankow	Tuckwo	..	17.00	..	..	..	..
Japan & America, via N'saki	Yamashiro M.	..	..	..	..	15.00	14.30
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Kiangteen	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok.....	Train	..	17.00	..	..	..	..
Tomorrow.							
Amoy, Hongkong & Canton..	Sunning	22.00	..	..	..	..	22.00
Amoy and Hongkong	do	..	17.00	..	..	..	..
Japan Ports	Penza	12.00	..	..	..	..	11.30
Vladivostok	do	..	13.00	..	..	..	12.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Dalny	Sakaki Maru	13.00	..	..	..	..	12.30
do	do	..	..	..	..	14.00	13.30
Siberia via V'tok	Penza	..	..	..	12.30	..	12.15
Japan & America, via N'saki	do	..	..	..	..	12.00	11.30
Thursday, October 2.							
Weihaiwei, Chefoo & Tientsin	Shengking	..	9.00	..	..	..	..
Weihaiwei and Chefoo.....	do	9.00	..	..	..	..	8.30
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Friday, October 3.							
N'saki, Kobe, Y'hama, Canada, USA & Europe, via Canada	‡Kumano M.	...	17.00	..	..	..	17.00
Swatow, Hongkong & Canton	Tean	22.00	..	..	..	..	22.00
Swatow and Hongkong.....	do	..	17.00	..	..	..	..
Japan, Canada, U.S.A. and Europe	Kumano M.	17.00	..	..	..	..	16.30
Saturday, October 4.							
Weihaiwei, Chefoo & Tientsin	Chekiang	..	9.00	..	..	..	..
Sunday, October 5.							
Weihaiwei, Chefoo & Tientsin	Kingsing	..	B9.00	..	..	..	..

‡Connects with the s.s. Empress of Asia at Yokohama.

† Parcels only.

B Letters and boxes with declared value 7.30; parcel post 5 p.m. and money orders 4 p.m.

C Parcels at 5 p.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Information For Mariners

TUESDAY, SEPTEMBER 30

High Water at Woosung Bar

(The evening tides are higher than the morning tides, they are about equal at noon and midnight).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time H M	A.M. Range Ft. In.	P.M. Time H M	P.M. Range Ft. In.
3 15	6 0	3 32	7 3

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H M	P.M. H M
2 18	2 36

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises H M	Moon Sets H M	Sun Rises H M	Sun Sets H M	Daylight H M	Dark H M
11 4	21 36	5 54	5 45	5 10	6 30

(China Coast Time Used; Shanghai time is one hour ahead).

Mean Barometric Pressure at Shanghai

For September 29.90 in.
759.6 mm.

Arrivals

Date	From	Ship's Name	Flag Agents
Sep. 28	Ningpo	Hsin Ningshao	Chi. N.S.S.N. Co.
Sep. 28	Ningpo	Hsin Peking	Br. B. & S.
Sep. 28	Seattle	Katori Maru	Jap. N. Y. K.
Sep. 28	Hongkong	Kwanglee	Chi. C.M.S.N. Co.
Sep. 28	Hongkong	Tungshing	Br. J. M. & Co.
Sep. 28	Hongkong	Hangsang	Br. J.M. & Co.
Sep. 28	Antung	Wenchow	Br. B. & S.
Sep. 28	River ports	Poyang	Br. B. & S.
Sep. 28	River ports	Tuckwo	Br. J. M. & Co.
Sep. 28	River ports	Yohyang Maru	Jap. N. K. K.
Sep. 28	Tientsin, ports	Hsinming	Chi. C.M.S.N. Co.
Sep. 28	Tientsin, ports	Shengking	Br. B. & S.
Sep. 28	Japan	Takaosan Maru	Jap. M.B.K.
Sep. 28	U.S.A.	Olen	Am. A Line
Sep. 29	Hongkong	Tancred	Am. R.D. Col.
Sep. 29	Chefoo	Mingshun	Chi. S.P.S.N. Co.
Sep. 29	Japan	Kwangto Maru	Jap.
Sep. 29	River ports	Ningshao	Chi. N.S.S.N. Co.
Sep. 29	River ports	Ichang	Br. B. & S.
Sep. 29	River ports	Kiangfoo	Chi. C.M.S.N. Co.
Sep. 29	River ports	Siangyang Maru	Jap. N. K. K.
Sep. 29	Dalny	Sakaki Maru	Jap. S. M. R.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag Agents
———	—	San Francisco	West Vaca	Am. P.M.S.S. Co.
———	—	San Francisco	Tancred	Am. R. D. Co.
Sep. 30	—	New York	Bolton Castle	Br. D. & Co.
Oct. —	—	San Francisco	Stanley Dollar	Br. R. D. & Co.
Oct. —	—	San Francisco	Cadaretta	Am. R.D. Co.
Oct. —	—	San Francisco	West Harth	Am. R. D. Co.
Oct. 6	—	New York via Panama	Eurymedon	Br. B. & S.
Oct. 6	—	Seattle	C. of Spokane	Am. A. Line
Oct. 10	—	San Francisco	West Hepburn	Am. R.D. Co.
Oct. 11	—	San Francisco	Ecuador	Am. P.M.S.S. Co.
Oct. 13	—	Portland	Waban	Am. A. Line
Oct. 19	—	Vancouver	E. of Japan	Br. C.P.O.S.
Oct. 14	—	San Francisco	Nile	Am. C.M.S.S. Co.
Oct. 22	—	Vancouver	Monteagle	Br. C.P.O.S.
Oct. 24	—	Seattle, etc.	Katori Maru	Jap. N.Y.K.
Oct. 28	—	New York	Lowther Castle	Br. D. & Co.
Oct. 30	—	Vancouver	Bessie Dollar	Br. R. D. & Co.
Oct. 31	—	San Francisco	Shinyo Maru	Jap. T.K.K.
Nov. 1	—	Vancouver	E. of Russia	Br. C.P.O.S.
Nov. 1	—	Seattle	Seattle Spirit	Am. A. Line
Nov. 4	—	San Francisco	Nanking	Am. C.M.S.S. Co.
Nov. 8	—	San Francisco	Colombia	Am. P.M.S.S. Co
Nov. 14	—	Seattle	W. of Montana	Am. A Line
Nov. 16	—	Portland	Hartland	Am. A Line
Nov. 25	—	San Francisco	China	Am. C.M.S.S. Co.
Nov. 29	—	Vancouver	E. of Asia	Br. C.P.O.S.
Nov. —	—	New York v. Panama	Eurylochus	Br. B. & S.
Nov. —	—	New York v. Suez	C. of Newcastle	Br. B. & S.
———	—	New York v. Suez	Slavic Prince	Br. B. & S.
Dec. 4	—	Portland	West Munham	Am. A. Line
Dec. 4	—	Portland	Nishmaha	Am. A Line
Dec. 5	—	San Francisco	Venezuela	Am. P.M.S.S. Co.
Dec. 14	—	Vancouver	E. of Japan	Br. C.P.O.S.
Dec. 23	—	Vancouver	Grace Dollar	Br. R. D. Co.

FOR JAPAN PORTS

Sep.	30	—	Moji, Kobe & Osaka	Yamashiro Maru	Jap. N. Y. K.
Oct.	2	—	Moji, Kobe & Osaka	Wakanoura Maru	Jap. N.Y.K.
Oct.	3	—	Kobe and Yokohama	Paul Lecat	Fr. M.M. Cie
Oct.	3	—	N'saki, Kobe, Y'hama	Chikugo Maru	Jap. N.Y.K.
Oct.	4	—	Moji, Kobe & Osaka	Kumano Maru	Jap. N. Y. K.
Oct.	6	—	Kobe	Yokohama Maru	Jap. N. Y. K.
Oct.	8	—	Moji, Kobe and Osaka	Takeshima Maru	Jap. N. Y. K.
Oct.	10	—	N'saki, Kobe, Y'hama	Kasuga Maru	Jap. N.Y.K.
Oct.	11	—	Moji, Kobe, Osaka	Yawata Maru	Jap. N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

	—	—	London	Kentucky	Am. J.M. & Co.
	—	—	London, etc.	Pyrrhus	Br. B. & S.
Oct.	1	—	Bombay	Dilwara	Br. M. M. Co.
Oct.	3	—	London, etc.	Titan	Br. B. & S.
Oct.	6	—	Genoa and Marseilles	Java Maru	Jap. O.S.K.
Oct.	9	—	Liverpool	Alcinous	Br. B. & S.
Oct.	10	—	Marseilles, etc.	Cape Town M.	Jap. M.M. Cie.
Oct.	13	—	London	Shidzuoka Maru	Jap. N.Y.K.
Oct.	15	—	London	Carnarvonshire	Br. B. & S.
Oct.	15	—	London	Peleus	Br. B. & S.
Oct.	55	—	London	Khiva	Br. P.&O.S.N. Co.
Nov.	—	—	Trieste	Nippon	Dut. D. & Co.
Nov.	1	—	Liverpool	Lycaon	Br. B. & S.
Nov.	6	—	London	Mentor	Br. B. & S.
Nov.	7	—	London	Novara	Br. P.&O.S.N. Co.
		—	London	C. of Melbourne	Br. J. M. & Co.

FOR SOUTHERN PORTS

———		—	Hongkong	Olen	Am. A Line
Sep.	30	4.00	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Sep.	30	D.L.	Hongkong & Canton	Shantung	Br. B. & S.
Oct.	1	5.30	Ningpo	Hsin Peking	Br. B. & S.
Oct.	1	4.30	Ningpo	Hsin Ningshao	Chi. N.S.S.N. Co.
Oct.	1	—	Foochow	Haean	Chi. C.M.S.N. Co.
Oct.	1	—	Hongkong & Canton	Kwanglee	Chi. C.M.S.N. Co.
Oct.	28	00*	S'tow, H'kong, C'ton	Hangsang	Br. J. M. & Co.
Oct.	2	D.L.	Amoy, H'kong, C'ton	Sunning	Br. B. & S.
Oct.	4	D.L.	S'tow, H'kong, C'ton	Tean	Br. B. & S.
Oct.	7	—	Hongkong	E. of Japan	Br. C.P.O.S.
Oct.	9	—	Hongkong	Monteagle	Br. C.P.O.S.

FOR NORTHERN PORTS

Sep.	30	3.00	W'wei, C'foo, T'tson	Tungchow	Br. B. & S.
Sep.	30	—	Chefoo and Tientsin	Hsinming	Chi. C.M.S.N. Co.
Oct.	1	2.00	Vladivostok	Penza	Rus. R.V.F.
Oct.	1	D.L.	Newchwang	Wenchow	Br. B. & S.
Oct.	1	4:00	Dairen	Sakaki Maru	Jap. S.M.R.
Oct.	1	—	Chefoo and Tientsin	Hsinkong	Chi. C.M.S.N. Co.
Oct.	1	D.L.	T'tau, N'chwang, T'tsin	Tungshing	Br. J. M. & Co.
Oct.	2	10.00*	W'wei, C'foo, T'tsin	Shengking	Br. B. & S.
Oct.	3	—	Vladivostok	Nancy Moller	Br. M. & Co.
Oct.	4	5.00*	Dairen and Tsingtau	Kobe Maru	Jap. S.M.R.
Oct.	4	—	Vladivostok	Tungus	Rus. S.H. & Co.
Oct.	4	D.L.	Tsingtau	Chenan	Br. B. & S.
Oct.	4	10.00*	W'wei, C'foo, T'tsin	Chekiang	Br. B. & S.
Oct.	5	10.00*	W'wei, C'foo, T'tsin	Kingsing	Br. J.M. & Co.

FOR RIVER PORTS

Sep.	30	M.N.	Hankow, etc.	Poyang	Jap. N. K. K.
Sep.	30	M.N.	Hankow, etc.	Siangyang Maru	Br. B. & S.
Sep.	30	M.N.	Hankow, etc.	Hsinfung	Chi. C.M.S.N. Co.
Sep.	30	M.N.	Hankow, etc.	Tuckwo	Br. J.M. & Co.
Oct.	1	M.N.	Hankow, etc.	Woosung	Br. B. & S.
Oct.	1	M.N.	Hankow, etc.	Kiangfoo	Chi. C.M.S.N. Co.
Oct.	2	M.N.	Hankow, etc.	Kianghsin	Chi. C.M.S.N. Co.
Oct.	2	M.N.	Hankow, etc.	Ichang	Br. B. & S.
Oct.	2	M.N.	Hankow, etc.	Siangyang Maru	Jap. N.K.K.
Oct.	3	M.N.	Hankow, etc.	Kiukiang	Br. B. & S.
Oct.	3	M.N.	Hankow, etc.	Loongwo	Br. J.M. & Co.
Oct.	3	M.N.	Hankow, etc.	Tafoo Maru	Jap. N.K.K.
Oct.	5	M.N.	Hankow, etc.	Hwahta	Chi. C.M.S.N. Co.
Oct.	5	M.N.	Hankow, etc.	Wuchang	Br. B. & S.
Oct.	6	M.N.	Hankow, etc.	Kiangyu	Chi. C.M.S.N. Co.
Oct.	6	M.N.	Hankow, etc.	Luenho	Br. J.M. & Co.
Oct.	7	M.N.	Hankow, etc.	Suiwo	Br. J.M. & Co.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Departures

Date		For	Ship's Name	Flag Agents
Sep.	28	River ports	Chungking	Br. B. & S.
Sep.	28	River ports	Waishing	Br. J. M. & Co,
Sep.	28	River ports	Fengyang Maru	Jap. N.K.K.
Sep.	28	Hongkong, Canton	Ta'shun	Chi. C.M.S.N. Co.
Sep.	28		Javary	Am. B.A.T. Co.
Sep.	28	Foochow	Hsinchi	Chi. C.M.S.N. Co.
Sep.	28	Nanking	Yenoura Maru	Jap. M.S.K.
Sep.	28	Cruise	Likin	Chi. Customs
Sep.	28	Ningpo	Meinan	Am. Socony.
Sep.	28	Calcutta via Japan	Japan	Br. M.M. & Co.
Sep.	29	River ports	Kiangyung	Chi. C.M.S.N. Co.
Sep.	29	Tientsin	Yushun	Chi. C.M.S.N. Co.
Sep.	29	Hankow	Tseangtah	Br. C.I. & E.L. Co.
Sep.	29	Wuhu	Ichi Maru	Jap.
Sep.	29	London	Atsuta Maru	Jap. N. Y. K.
Sep.	29	Hongkong	Katori Maru	Jap. N. Y. K.
Sep.	29	Marseilles	Porthos	Fr. M. M. Cie.
Sep.	29	Ningpo	Hsin Peking	Br. B. & S.
Sep.	29	Ningpo	Hsin Ningshao	Chi. C.M.S.N. Co.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE) ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local	Night Express R
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....	19.15
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....	19.30
Soozawe ..... dep.	....	7.58	9.23	10.38	....	15.13	16.13	....	19.36
Langhwa Junction..... dep.	....	8.15	9.40	10.53	....	15.30	16.29	....	19.50
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*	*19.20*
Lunghwa Junction ... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*	*19.50*
Sunkiang ..... dep.	....	8.39	10.48	12.02	....	16.07	17.42	....	20.26
Kashai ..... dep.	....	9.51	11.52	13.28	....	16.53	18.49	....	21.20
Kashing ..... dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....	21.56
Yehsh ..... dep.	8.45	11.06	13.15	15.50	....	17.53	....	....	22.22
Changsa ..... dep.	9.45	11.41	14.00	16.50	....	18.24	....	....	22.58
Hangchow ..... dep.	11.10	12.50	15.25	18.40	....	19.19	....	....	23.45
Zahkou ..... arr.	11.35	13.10	15.50	19.10	....	19.35	....	....	24.00

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local	Night Express R
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	15.30	17.50
Hangchow ..... dep.	....	....	7.00	8.30	....	10.00	14.35	16.05	18.45
Changsa ..... dep.	....	....	8.04	9.48	....	11.40	15.20	17.36	19.02
Yehsh ..... dep.	....	....	8.41	10.31	....	12.39	15.51	18.40	19.35
Kashing ..... dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30	20.15
Kashai ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....	20.38
Sunkiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....	21.36
Lunghwa Junction.....dep.	*8.18*	*10.36*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	..	*22.23*
Shanghai South.....arr.	*8.35*	*10.55*	*11.58*	*14.25*	*15.50*	*17.40*	*18.40*	....	*22.40*
Lunghwa Junction ..... dep.	....	10.30	11.35	14.05	....	17.18	18.20	....	2.17
Soozawe ..... dep.	....	10.39	11.44	14.14	....	17.28	18.29	....	2.25
Jessfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....	22.31
Shanghai North ..... arr.	....	11.00	12.05	14.35	....	17.55	18.50	....	22.45

KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	17.30	23.00
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	17.45	23.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.25	18.07	23.25
Zahkou.....	arr.	....	9.40	12.10	....	....	18.25	....

Zahkou.....	dep.	....	10.10	12.25	....	....	18.40	....
Hangchow....	dep.	7.30	10.40	12.45	14.55	16.40	19.15	23.40
Kenshangmun	dep.	7.42	10.57	12.57	15.12	16.52	19.27	23.52
Konzenchiao..	arr.	7.55	11.10	13.10	15.25	17.05	19.40	0.05

E. Rasmussen Chs.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$585
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$440 B.
North China	$205
Union of Canton ...	nk. 215 B.
Yangtsze	Tls. 270
Far Eastern Ins. Co., Ltd.	$22½ S.
Fire Insurances	
China Fire	$138
Hongkong Fire	$345 B.
Shipping	
Indo-China Def	$185
Indo-China Pref...	$82
"Shell"	175/- B.
Shanghai Tug (o) ..	Tls. 41
Shanghai Tug (f) ...	Tls. 38¼
Mining	
Kaiping	Tls. 12½ B.
Oriental Cons	25/-
Raub	$2.10 B.
Docks	
Hongkong Dock	$181½ S.
Shanghai Dock	Tls. 120 B.
New Eng. Works ...	Tls. 28½
Wharves	
Shanghai Wharf ...	Tls. 110 B.
Hongkong Wharf ...	Tls. 120
Lands and Hotels	
Anglo-French Land ..	Tls. 72
China Land	Tls. 60
Shanghai Land	Tls. 63
Weihaiwei Land	...
Shanghai Hotels Ltd.	Tls. 18
China Realty (ord.).	nom. $0
China Realty (pref.)	nom. $0
Cotton Mills	
E-wo	Tls. 375 B.
E-wo Pref	Tls. 90
Laou-kung-mow ...	Tls. 250
Oriental	Tls. 122½ B.
Shanghai Cotton	Tls. 240 B.
Kungyik	Tls. 32
Yangtszepoo	Tls. 17½ B.
Yangtszepoo Pref. ...	Tls. 83
Industrials	
Butler Tiles	Tls. 20
China Sugar	$180 B.
Green Island	$8.10 B.
Langkats ..... Tls.	Tls. 20½ B.
Major Bros	Tls. 5
Shanghai Sumatra ...	Tls. 120
Stores	
Hall and Holtz	Tls. 12½ B.
Llewellyn	$30
Lane, Crawford	Tls. 90 B.
Moutrie	$32
Watson	$5¾ B.
Weeks	$11¼
Rubbers (Local)	
Alma	
Amherst	Tls. 7 B.
Anglo-Java	Tls. 0.50
Anglo-Dutch	Tls. 9½ B.
Ayer Tawah	Tls. 3½ B.
Batu Anam 1918 ..	Tls. 22½ B.
Bukit Toh Alang	Tls. 0.75 B.
Bute	Tls. 2 B.
Chemor United	Tls. 0.60 B.
Chempedak	Tls. 0.75 B.
Cheng	Tls. 7
Consolidated	Tls. 1¾ B.
Dominion	Tls. 2½ B.
Gula Kalumpong ...	Tls. 7
Java Consolidated ..	Tls. 6

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MONDAY, October 6th.—Superior Household Furniture and Accessories at 67 Route Vallon at 10 a.m.

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DRUGS TO BE BURNED BY PEKING OFFICIAL

Store Of Narcotics Seized By Gendarmerie Commander Will Be Destroyed

(From Our Own Correspondent)

Peking, September 26.—General Wang Huai-ching, commander of the Chinese gendarmerie in the suburban districts of Peking, is holding a burning of opium, morphia and various instruments used for taking these drugs at the Temple of Agriculture on the morning of September 28. The drugs and instruments, which have been confiscated under the auspices of the gendarmerie outside the gates of Peking between June, 1915, and August of this year, consist of 7,284 ounces of opium, 554 packages of opium ashes and by-products, 1,038 packages of morphia, 3,202 instruments for using opium, mostly pipes, and 731 morphia needles.

Representatives of the International Anti-Opium Association have been invited to attend the burning and have received permission to inspect the boxes of drugs and instruments before the fire is lighted. Several members of the Board of Directors of the Association, accompanied by a Chinese physician, will avail themselves of the opportunity to see the opium and morphia burned.

The Peking authorities, according to the officials of the Anti-Opium Association, are doing much to assist in the extermination of the drug habit in Peking and have offered to co-operate with the members of the Association in every possible way. An officer from the police force has been delegated to attend all the sub-committee meetings of the Association and to put at the disposal of these committees all the knowledge of illicit dealing in opium and other similar drugs which the police has in its possession.

MONGOLIANS FEARFUL OF CHINESE AGGRESSION

Strong Objections Are Sent To Peking Against Proposed Land Policy

(From Our Own Correspondent)

Peking, September 25.—The Inner Mongolian princes have presented strong objections to the Peking Government's regulations for the acquisition and cultivation of land in their territory and express the fear that the Chinese under the leadership of Little Hsu will shortly acquire all the territory of Inner Mongolia at the expense of the native inhabitants. The Cabinet has therefore referred these regulations and the protest of the Mongolian princes to the Ministries of the Interior, Agriculture and Commerce and Finance, as well as to the Board of Mongolian and Tibetan Affairs, with the request that they co-operate in their revision.

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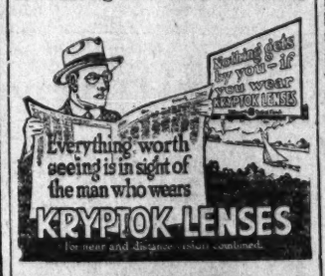

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SUNGARI RIVER BOATS HELD UP BY JAPANESE

Urgent Appeal Sent To Peking To Effect Settlement Of Three-Cornered Dispute

(From Our Own Correspondent)

Peking, September 25.—The Tuchun of Heilungkiang and the Civil Governor of Kirin have sent telegrams to the Central Government to the effect that the three-cornered dispute resulting from the holding up by Japanese troops of Chinese river boats navigating the Sungari is in urgent need of settlement. They say that the Japanese representatives delegated to investigate the case has telegraphed to his home government for further instructions and that no final settlement can be reached until he hears from Tokio. In the meantime the Chinese river boats are being held up and are unable to get either fuel or provisions. As it is necessary for this question to be settled promptly, the Government is requested to take it up with the Russian Minister at Peking and have it settled in accordance with the terms of the Treaty of Aigum. Both the Tuchun and the Civil Governor point out that the case is one which concerns China and Russia alone, and that the Japanese have no right to interfere in it.

A further telegram on this subject has reached the Government from Liu Ching-jen, Minister-elect to Japan and at present Chinese High Commissioner in Siberia. Mr. Liu recommends that, should the Japanese either postpone a settlement of the matter or refuse to let the boats proceed on their voyage, the Government at Peking authorise them to go ahead regardless of consequences.

The river boats in question belong to a Chinese company of a semi-official character and financed by the Bank of Communications.

Siccawei Weather Report

28.—The depression follows the Yangtsze towards the coast, and passes N. of its mouth about noon. Abundant rain in the morning, temporary improvement during the afternoon. A new low center, possibly a typhoon, put in appearance to the S. of Guam, advancing towards W.N.W.

29.—The pressure is still low but inclines to rise. Rain again during the night and the morning. Wind playing between N. and N.W.

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TACOMA & SEATTLE CALLING at VICTORIA B. C. NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The O.S.K. Str. **Manila Maru**, Capt. S. Kobayashi, will be despatched on **October 20.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.**

LONDON via HONGKONG, SINGAPORE, COLOMBO PORTSAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer **Celebes Maru**, Captain T. Konishi, will be despatched from the Co.'s No. 9 Buoy Wharf on **November 3.** For Freight please apply to **THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.**

LONDON, Via HONGKONG, SINGAPORE, COLOMBO, PORTSAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer **Alps Maru**, Captain T. Yamaguchi, will be despatched from the Co.'s No. 9 Buoy or about middle Nov. For Freight please apply to **THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 and 4235.**

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